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ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) RESEARCH ANALYSIS DATABASE SYSTEM

ITT Industries, Inc.

Brad Mears

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Introduction

General

This document was developed by ITT Industries, Inc., Systems Division (ITT) under contract to the Federal Highway Administration (FHWA), as part of a multi-year software development effort. The FHWA Advanced Traffic Management Systems (ATMS) R&D group is funding ITT to maintain and re-engineer an existing traffic simulator (CORSIM) and to develop complementary software tools.

With input from the Traffic Software Developers Task Force (TSDTF), an ITE steering group, ITT and FHWA developed Version 1.0 of the Traffic Software Data Dictionary (TSDD) and Traffic Software Object Model (TSOM) for the Traffic Analysis Problem Domain as a means of integrating disparate traffic engineering software tools. Since these tools include research and analysis tools as well as planning models, the data source is the entire traffic engineering problem domain. Version 1.0, while not comprehensive, is the first step in establishing a common data dictionary for these tools.

Standards

A working group of the Institute of Electrical and Electronics Engineers (IEEE) is developing a Standard for Data Dictionaries for Intelligent Transportation Systems. The draft standard is designated "IEEE P1489". The goal of P1489 is to facilitate the interchange of data between ITS subsystems such as Traffic Management Centers, transit systems, emergency management systems, and others. The ARADS data dictionary is documented in accordance with a draft of P1489. The ARADS object model is diagramed using UML notation.

Another group, the TMDD a committee of the Institute of Transportation Engineers (ITE), is developing a Traffic Management Data Dictionary (TMDD) in accordance with IEEE P1489. Many of the data elements which will be published in the TMDD are also applicable to the problem domain of the TSDD. Common terms have been identified and notated in the TSDD definitions.

Audience

Intended for traffic simulation software designers and developers, this document will provide a common set of terms and definitions from which to develop databases and to exchange data between traffic applications.

Contents

This document contains Version 1.0 of a Traffic Software Data Dictionary (TSDD) and its accompanying Traffic Software Object Model (TSOM). The TSDD consists of traffic terms and definitions in the same format that is used in the Traffic Management Data Dictionary (TMDD). The TSOM contains Unified Modeling Language (UML) object

model diagrams that describe object classes, their attributes and their relationships in the traffic simulation domain.

Traffic Software Data Dictionary

Version 1.0

Format

The TSDD is formatted to match the TMDD format. In as much as the data format of each item is implementation specific, some of the fields are blank. The terms are sorted alphabetically by the “Descriptive Name” and the formats for the name are:

CLASSNAME_AttributeName_datatype or
“MOE”_ClassName_AttributeName_datatype or
“CLASSNAME”

Definition sources are listed in the bibliography.

Data Sources

The terms and definitions in the TSDD were collected from traffic engineering documents which are listed in the bibliography. However, most came from the Highway Capacity Manual, FHWA documents and CORSIM manuals. Often terms had multiple meanings and the source documents would disagree. A priority was given to each document and the definition taken from the document of highest priority. Any definition listed without a source is original and implied from the source documents. In future versions multiple definitions for the same term will have to be included.

Data Definitions

| | |
|---------------------------------------|---------------------------------|
| Classification Scheme Name: | IEEE P1489 Annex B |
| Classification Scheme Version: | 19971009, V0.07 |
| Submitter Organization Name: | ITT Industries, System Division |
| Last Change Date: | 19990930 |

| | |
|--|---|
| Descriptive Name: | ACTUATEDCONTROLLER |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | A controller whose phase changes can be triggered by traffic sensor data. |
| Definition Source: | |
| Class Name: | ActuatedController |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |

| | |
|--|---|
| Descriptive Name: | ACTUATEDCONTROLLER_MaximumExtension_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | For a fully actuated controller, the length of time that a phase may be held in green in the presence of an opposing serviceable call. The maximum extension is the maximum duration of "service green" (i.e., the duration of green beyond the end of the minimum green or variable initial interval, whichever is greater). |
| Definition Source: | FHWA Control Systems Glossary |
| Class Name: | ActuatedController |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |

| | |
|----------------------------------|--|
| Descriptive Name: | ACTUATEDCONTROLLER_MaximumGap_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | This is the value from which gap reduction is initiated when an opposing call occurs. This value will be equal to or greater than the vehicle extension time; it |

Definition Source: FHWA Control Systems Glossary
Class Name: ActuatedController
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ACTUATEDCONTROLLER_MaximumGreen_quantity
Descriptive Name Context: Traffic Simulation
Definition: In actuated controllers, the longest time for which a green indication will be displayed in the presence of a call on an opposing phase.
Definition Source: FHWA Control Systems Glossary
Class Name: ActuatedController
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ACTUATEDCONTROLLER_Node_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the intersection controlled.
Definition Source:
Class Name: ActuatedController
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ACTUATEDCONTROLLER_Type_code
Descriptive Name Context: Traffic Simulation
Definition: The controller type, e.g. 170, 2070, etc.
Definition Source:
 Class Name: ActuatedController
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=NEMA, 1=....
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: APPROACH
Descriptive Name Context: Traffic Simulation
Definition: The region of an intersection through which cars approaching the intersection from a single Segment enter the intersection.
Definition Source:
 Class Name: Approach
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: APPROACH_AmberIntervalResponse_quantity
Descriptive Name Context: Traffic Simulation
Definition: The response of drivers to the onset of the amber indication expressed in terms of an acceptable deceleration (fpss). This value is obtained from a default table the correlates with a driver characteristics value.
Definition Source: CORSIM Record 144
 Class Name: Approach
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: APPROACH_Azimuth_quantity
Descriptive Name Context: Traffic Simulation
Definition: The angle of this intersection approach relative to due north.
Definition Source: CORSIM Record 80
Class Name: Approach
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: APPROACH_UpstreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The upstream node number of this approach to an intersection.
Definition Source:
Class Name: Approach
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799Multiple instantiations

Descriptive Name: ARTERIAL
Descriptive Name Context: Traffic Simulation
Definition: Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function, having signal spacings of 2 mi or less and turn movements at intersections that usually do not exceed 20 percent of total traffic.
Definition Source: HCM A-1
Class Name: Arterial
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ARTERIAL&SYSTEMCOORDINATIONHARDWARE
Descriptive Name Context: Traffic Simulation
Definition: Any hardware used to coordinate traffic on arterials or within a traffic system.
Definition Source: Traffic Engineering, McShane, et al
Class Name: Arterial
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: BICYCLE
Descriptive Name Context: Traffic Simulation
Definition: A vehicle having two tandem wheels propelled solely by human power, upon which any person or person may ride.
Definition Source: HCM 14-1
Class Name: Bicycle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: BICYCLELANE
Descriptive Name Context: Traffic Simulation
Definition: A portion of a road which has been designated by striping, signing, and

Definition Source: pavement markings for the preferential or exclusive use of bicyclists.
Class Name: HCM 14-3
Keywords: BicycleLane

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: BUS
Descriptive Name Context: Traffic Simulation
Definition: A heavy vehicle involved in the transport of passengers on a for-hire, charter, or franchised transit basis.

Definition Source: HCM A-1
Class Name: Bus
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: CURVE
Descriptive Name Context: Traffic Simulation
Definition: An arbitrarily shaped line in two dimensions. The curve must have continuity at all points. In other words, it must be one connected piece, but it can have sharp corners (or not) anywhere.

Definition Source:
Class Name: Curve
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: CURVE_EndPoint_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance on the link from the upstream end to the end of the curve.
Definition Source: TWOPAS
Class Name: Curve
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: CURVE_Radius_quantity
Descriptive Name Context: Traffic Simulation
Definition: The radius of the curve.
Definition Source: TWOPAS
Class Name: Curve
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: CURVE_StartPoint_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance on the link from the upstream end to the beginning of the curve.
Definition Source: TWOPAS
Class Name: Curve
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DEPARTURE
Descriptive Name Context: Traffic Simulation
Definition: The region of an intersection through which vehicles leave the intersection.
Definition Source:
 Class Name: Departure
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DEPARTURE_DownStreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The downstream node number of the departure link.
Definition Source:
 Class Name: Departure
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DETECTOR
Descriptive Name Context: Traffic Simulation
Definition: A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type.
Definition Source:
 Class Name: FHWA Control Systems Glossary
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:

ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DETECTOR_Approach_number
Descriptive Name Context: Traffic Simulation
 Definition: The approach this detector is in.
Definition Source:
 Class Name: Detector
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DETECTOR_CarryOverTime_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The amount of time to continue input to the phase after the vehicle has left the detection area.
Definition Source:
 Class Name: CORSIM Manual 5-74
 Keywords: Detector
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DETECTOR_DelayTime_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The input delay time to a phase while the phase is in red.
Definition Source:
 Class Name: CORSIM Manual 5-74
 Detector:

| | |
|--|--|
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| | |
| Descriptive Name: | DETECTOR_DistanceToStopLine_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The distance between the trailing edge of the detector sensing zone and the stop line. |
| Definition Source: | CORSIM |
| Class Name: | Detector |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| | |
| Descriptive Name: | DETECTOR_Length_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The length of the detecting zone from leading edge of the sensing zone to the trailing edge of the sensing zone. |
| Definition Source: | CORSIM |
| Class Name: | Detector |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |

Descriptive Name: DETECTOR_Mode_code
Descriptive Name Context: Traffic Simulation
Definition: The detector mode.
Definition Source: CORSIM
Class Name: Detector
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=analog, 1=digital
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DETECTOR_Type_code
Descriptive Name Context: Traffic Simulation
Definition: A code designating the type of detector. See DETECTOR_Type_code in TMDD.
Definition Source: CORSIM and others
Class Name: Detector
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Inductive Loop, 1=Magnetometer, 2=Ultrasonic, 3=Microwave, 4=Active Infrared, 5=Passive Infrared, 6=Video Image, 7=Passive Magnetic, 8=Passive Acoustic, 9=Acoustic Array, 10=Infrared Laser, 11=Doppler Radar
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DISPLAY
Descriptive Name Context: Traffic Simulation
Definition: Any device or group of devices for displaying the rules for moving or for controlling the movement of vehicles on a roadway.
Definition Source:
Class Name: Display
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DRIVER
Descriptive Name Context: Traffic Simulation
Definition: A person or other intelligent agent operating a vehicle.
Definition Source:
 Class Name: Driver
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DRIVER_Aggressiveness_quantity
Descriptive Name Context: Traffic Simulation
Definition: A measure of a driver's aggressiveness in regard to maneuvering.
Definition Source: Traffic Engineering, McShane, et al
 Class Name: Driver
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DRIVER_CarFollowingFactor_quantity
Descriptive Name Context: Traffic Simulation
Definition: This value is a sensitivity factor in tenths of a second to indicate the headway this driver will allow between his car and the car he is following.
Definition Source: CORSIM Record 68
 Class Name: Driver
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:

ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DRIVER_Familiarity_number
Descriptive Name Context: Traffic Simulation
 Definition: This is the number of next turn movements that the driver is familiar with.
 Definition Source: CORSIM Record 153
 Class Name: Driver
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: DRIVER_Type_code
Descriptive Name Context: Traffic Simulation
 Definition: This value identifies the driver type and is used to correlate driver type parameters.
 Definition Source: CORSIM Record 68
 Class Name: Driver
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range: 1-11
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EMISSION_AccelerationDeceleration_code
Descriptive Name Context: Traffic Simulation
 Definition: This value correlates to the Vehicle Performance Index for the specified speed and will be applied to the emission rate.
 Definition Source: CORSIM Record 172

Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EMISSION_Rate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The emission rate for the specified type at the specified speed.
Definition Source: CORSIM Record 172
Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EMISSION_Type_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies which table data is used.
Definition Source: CORSIM Record 172
Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Fuel consumption rate, 1=HC emission rate, 2=CO emission rate, 3=NOx emission rate.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EMISSION_VehiclePerformanceIndex_number
Descriptive Name Context: Traffic Simulation
Definition: This is the Vehicle Performance Index specified in the Vehicle object.
Definition Source: CORSIM Record 172
Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799See the Vehicle Class VEHICLE_PerformanceIndex_code.

Descriptive Name: EMISSION_VehiclePerformanceIndex_number
Descriptive Name Context: Traffic Simulation
Definition: This is the Vehicle Performance Index specified in the Vehicle object.
Definition Source: CORSIM Record 172
Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799See the Vehicle Class VEHICLE_PerformanceIndex_code.

Descriptive Name: EMISSION_VehicleSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: The vehicle speed applicable for the specified vehicle performance index.
Definition Source: CORSIM Record 172
Class Name: Emission
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: EVENT
Descriptive Name Context: Traffic Simulation
Definition: Any occurrence which causes a reduction in capacity or abnormal increase in demand on a road.
Definition Source:
 Class Name: Event
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENT_Duration_time
Descriptive Name Context: Traffic Simulation
Definition: See EVENT_Description_text in TMDD
Definition Source: CORSIM
 Class Name: Event
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout: SSSS.ssss
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENT_Duration_time
Descriptive Name Context: Traffic Simulation
Definition: See EVENT_Description_text in TMDD
Definition Source: CORSIM
 Class Name: Event
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:

| | |
|--|--|
| Valid Value Rule: | |
| Internal Representation Layout: | SSSS.ssss |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| | |
| Descriptive Name: | EVENT_Length_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The length of the roadway affected by the event. |
| Definition Source: | CORSIM |
| Class Name: | Event |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| | |
| Descriptive Name: | EVENT_MeanDuration_time |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The mean duration of short-term events. |
| Definition Source: | CORSIM Record 54 |
| Class Name: | Event |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| | |
| Descriptive Name: | EVENT_MeanFrequency_number |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The mean frequency of short-term events. Specified as events per hour. |
| Definition Source: | CORSIM Record 54 |
| Class Name: | Event |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | Integer |
| Representation Class Term: | |

Value Domain: Internal Representation Layout
Valid Value Range: Internal Layout Maximum Size
Valid Value List: Internal Layout Minimum Size
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENT_RubberneckFactor_quantity
Descriptive Name Context: Traffic Simulation
Definition: The reduction in capacity for the affected lanes at the point of the event.
Definition Source: CORSIM
Class Name: Event
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENT_StartTime_time
Descriptive Name Context: Traffic Simulation
Definition: The time of onset for the event. See EVENT_TimelineStart_date in TMDD.
Definition Source: CORSIM
Class Name: event
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: SSSS.ssss
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTENVIRONMENTAL
Descriptive Name Context: Traffic Simulation
Definition: An environmental occurrence which causes a reduction in capacity or abnormal increase in demand on a road
Definition Source:
Class Name: EventEnvironmental
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT
Descriptive Name Context: Traffic Simulation
Definition: An (unplanned/unanticipated) occurrence in the traffic stream which causes a reduction in capacity or abnormal increase in demand.
Definition Source: FHWA Control Systems Glossary
Class Name: Incident
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT_Blockage_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies where the blockage occurs. See EVENT_LanesBlockedOrClosed_code and EVENT_LanesShouldersBlocked_code in TMDD.
Definition Source: CORSIM Record 55
Class Name: EventIncident
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=surface street, 1=intersection, 2=freeway segment, 3=freeway on ramp,
4=freeway off ramp, 5=other
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT_DownstreamNode_number
Descriptive Name Context: Traffic Simulation
 Definition: The downstream node number for the link on which the incident occurred.
 Definition Source: CORSIM
 Class Name: EventIncident
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
 Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT_Location_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The location of the upstream end of the incident from the upstream node. See
 EVENT_LocationCoordinatesAltitude_location,
 EVENT_LocationCoordinatesLatitude_location and
 EVENT_LocationCoordinatesLongitude_location in TMDD
 Definition Source: CORSIM
 Class Name: EventIncident
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
 Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT_UpstreamNode_number
Descriptive Name Context: Traffic Simulation
 Definition: The upstream node number for the link on which the incident occurred.
 Definition Source: CORSIM
 Class Name: EventIncident
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTINCIDENT_WarningSignLocation_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance from the upstream node for the location of the upstream warning sign for blockage incidents.
Definition Source: CORSIM
Class Name: EventIncident
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: EVENTPLANNED
Descriptive Name Context: Traffic Simulation
Definition: A planned occurrence which causes a reduction in capacity or abnormal increase in demand on a road
Definition Source:
Class Name: EventPlanned
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FIXEDTIMECONTROLLER
Descriptive Name Context: Traffic Simulation
Definition: Controller that operate on predetermined, fixed intervals and phase timings.
Definition Source: FHWA Control System Handbook, 7.6
Class Name: FixedTimeController
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:

Representation Class Term: FIXEDTIMECONTROLLER_Node_number
Value Domain: Traffic Simulation
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FIXEDTIMECONTROLLER_Node_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the intersection that is controlled.
Definition Source: CORSIM
Class Name: FixedTimeController
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAY_Capacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum sustained (15-min) rate of flow at which traffic can pass a point or uniform segment of freeway under prevailing roadway and traffic conditions. Capacity is defined for a single direction of flow, and is expressed in vehicle per hour (vph).
Definition Source: HCM 3-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAY_Density_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane.

Definition Source: HCM A-2
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAY_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range: A - F
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAY_MaximumServiceFlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The highest 15-min rate of flow that can be accommodated on a highway facility under ideal conditions while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane.
Definition Source: HCM A-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: FREEWAY_Speed_quantity
Descriptive Name Context: Traffic Simulation
Definition: A rate of motion, in distance per unit of time.
 $S = d / t$ (mph or fps).
Definition Source: Traffic Engineering, McShane, et al
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAY_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a freeway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP
Descriptive Name Context: Traffic Simulation
Definition: A short segment of roadway serving as a connection between two traffic facilities; usually services flow in one direction only.
Definition Source: HCM A-4
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:

Value Domain: **Valid Value Range:** **Valid Value List:** **Valid Value Rule:**
Internal Representation Layout: **Internal Layout Maximum Size:** **Internal Layout Minimum Size:**
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_DivergeVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total volume in the traffic stream which will separate. For the case of a one-lane, right-side on-ramp, the diverge volume is equal to the lane 1 volume immediately upstream of the subject ramp.
Definition Source: HCM 5-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_DownstreamFreewaySegmentID_number
Descriptive Name Context: Traffic Simulation
Definition: A unique number identifying the downstream freeway segment.
Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_FlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: Vehicles per hour per lane.
Definition Source: Ramp Metering Glossary
Class Name: FreewayRamp
Keywords:

Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_FractionalOffset_quantity
Descriptive Name Context: Traffic Simulation
Definition: In a group of dependent metered lanes, the start of the green interval for any lane can occur after a variable time (fraction of the cycle length) of the green interval for any lane in the same dependency group. The offset time is equal to the cycle length divided by the number of metered lanes in the dependency group.
Definition Source: Ramp Metering Glossary
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_FreewayCapacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The capacity of the freeway in vehicles per hour per lane.
Definition Source: Traffic Engineering, McShane, et al
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_FreewayLane_number
Descriptive Name Context: Traffic Simulation
Definition: Denotes the lane of the freeway that feeds lane 1 of the off-ramp, if one exists.
Definition Source: CORSIM Manual
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_FreewayVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total freeway volume. Generally considered at the point where it is at the maximum level, i.e., upstream of an off-ramp and downstream of an on-ramp.
Definition Source: HCM 5-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_LaneOccupancy _quantity
Descriptive Name Context: Traffic Simulation
Definition: The percentage of time that the ramp meter detector is actuated.
Definition Source: Ramp Metering Glossary
Class Name: FREEWAYRAMP
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:

Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_MeteringHeadway_number
Descriptive Name Context: Traffic Simulation
Definition: The time separation (in seconds) between successive green signals in a ramp lane.
Definition Source: CORSIM Manual - Implied
Class Name: FreewayRamp
Keywords:
Related Data Concept: FREEWAYRAMP_SpeedThreshold_quantity
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: SS.ssss
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799 These values would probably be implemented as a table with FREEWAYRAMP_SpeedThreshold_quantity.

Descriptive Name: FREEWAYRAMP_MeteringType_code
Descriptive Name Context: Traffic Simulation
Definition: A system in which the entry of vehicles onto a freeway from an on-ramp is controlled by a traffic signal allowing a fixed number of vehicles to enter during each cycle.
Definition Source: Ramp Metering Glossary
Class Name: FreewayRamp
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Clock Time, 1=Demand/Capacity, 2=Gap Acceptance Merge Control,
3=Isolated Pre-timed, 4=Local Coordinated, 5=Mainline, 6=Speed Control
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_MeterRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: Number of vehicles allowed to enter a given section of a roadway per unit time.
Definition Source: FHWA Control Systems Glossary
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_MeterStartTime_time
Descriptive Name Context: Traffic Simulation
Definition: The time for the onset of metering.
Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Character – Numeric String
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: HHMMSS.ssss
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_NumberOfLanes_number
Descriptive Name Context: Traffic Simulation
Definition: The total number of freeway ramp lanes.

Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_OffRampSignLocation_location
Descriptive Name Context: Traffic Simulation
Definition: The location of the off ramp sign on the freeway.
Definition Source: CORSIM Manual
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_RampID_number
Descriptive Name Context: Traffic Simulation
Definition: A unique number identifying the ramp. See RAMP_IdNumber_number in TMDD.
Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_RampType_code
Descriptive Name Context: Traffic Simulation
Definition: A code to indicate the type of ramp.
Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=On Ramp, 1=Off Ramp, 2=Freeway To Freeway
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYRAMP_UpstreamFreewaySegmentID_number
Descriptive Name Context: Traffic Simulation
Definition: A unique number identifying the upstream freeway segment.
Definition Source: CORSIM
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYWEAVINGAREA
Descriptive Name Context: Traffic Simulation
Definition: Sections of the freeway where two or more vehicle flows must cross each other's path along a length of the freeway.
Definition Source: HCM 3-2
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:

Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYWEAVINGAREA_MinimumAverageNonWeavingSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: Average minimum running speed for all non-weaving vehicles occupying a given section of highway over some time.
Definition Source: HCM implied
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYWEAVINGAREA_MinimumAverageWeavingSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: Average minimum running speed for all weaving vehicles occupying a given section of highway over some time.
Definition Source: HCM implied
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FREEWAYWEAVINGAREA_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: FUELCONSUMPTION_Rate_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The fuel consumption rate for the specified Vehicle Performance Index.
 Definition Source: CORSIM Record 172
 Class Name: FuelConsumption
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: GRADE
Descriptive Name Context: Traffic Simulation
 Definition: The slope of the roadway measured as a percentage of deviation from horizontal. A vertical slope would be a grade of 100%.
 Definition Source:
 Class Name: Grade
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: GRADE_Location_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The distance on the link from the upstream end.
 Definition Source: TWOPAS
 Class Name: Grade

Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: GRADE_Percent_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The percent grade at a point on a link.
 Definition Source: TWOPAS
 Class Name: Grade
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: GRADE_SightDistance_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The sight distance at a point on a link.
 Definition Source: TWOPAS
 Class Name: Grade
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: GUIDESIGN
Descriptive Name Context: Traffic Simulation

Definition: Any traffic sign used to provide information to a motorist or pedestrian.
Definition Source: Traffic Engineering, McShane, et al
Class Name: GuideSign
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: HIGHWAY
Descriptive Name Context: Traffic Simulation
Definition: A non-freeway road used for intercity travel.
Definition Source:
Class Name: HOVLane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: HOVLANE
Descriptive Name Context: Traffic Simulation
Definition: High Occupancy Vehicle Lane. A type of lane designated for travel only by vehicles with multiple occupants.
Definition Source: Traffic Engineering, McShane, et al
Class Name: HOVLane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION
Descriptive Name Context: Traffic Simulation
Definition: The arrangement of detectors and processing of detector information to arrive at the decision that some type of incident has probably occurred in the traffic stream. May also be done by visual and third-party reporting means.
Definition Source: FHWA Control Systems Glossary
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OffLineAlgorithmType_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies the type of algorithm to be used for off-line incident detection.
Definition Source: CORSIM Record 64
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OffLineEvaluationFrequency_number
Descriptive Name Context: Traffic Simulation
Definition: The evaluation frequency for MOE estimation and point processing or evaluation frequency for surveillance detectors in seconds.
Definition Source: CORSIM Record 64
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OffLineParameterValue_quantity
Descriptive Name Context: Traffic Simulation
Definition: A parameter value to be used in the detection algorithm.
Definition Source: CORSIM Record 65
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OffLinePollingFrequency_number
Descriptive Name Context: Traffic Simulation
Definition: The polling frequency of the incident detector in number / second.
Definition Source: CORSIM Record 64
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OffLineStationID_number
Descriptive Name Context: Traffic Simulation
Definition: The number of the surveillance station to be used for MOE estimation, point processing and off-line incident detection.
Definition Source: CORSIM Record 67
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OnLineAlgorithmType_code
Descriptive Name Context: Traffic Simulation
 Definition: This code specifies the type of algorithm to be used for on-line incident detection.
 Definition Source: CORSIM Record 61
 Class Name: IncidentDetection
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OnLineEvaluationFrequency_number
Descriptive Name Context: Traffic Simulation
 Definition: The evaluation frequency for incident detection in number of time steps between evaluations.
 Definition Source: CORSIM Record 61
 Class Name: IncidentDetection
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OnLineParameterValue_quantity
Descriptive Name Context: Traffic Simulation
 Definition: A parameter value to be used in the detection algorithm.

Definition Source: CORSIM Record 62
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OnLinePollingFrequency_number
Descriptive Name Context: Traffic Simulation
Definition: The polling frequency of the incident detector in number / second.
Definition Source: CORSIM Record 61
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INCIDENTDETECTION_OnLineStationID_number
Descriptive Name Context: Traffic Simulation
Definition: The number of the surveillance station to be used for on-line incident detection.
Definition Source: CORSIM Record 63
Class Name: IncidentDetection
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INITIALIZATION
Descriptive Name Context: Traffic Simulation
 Definition: Run control initialization
 Definition Source:
 Class Name: RCTRL
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTION
Descriptive Name Context: Traffic Simulation
 Definition: The common area of roadways that meet or cross.
 Definition Source: FHWA Control Systems Glossary
 Class Name: Intersection
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONCONTROLLERHARDWARE
Descriptive Name Context: Traffic Simulation
 Definition: Any hardware device used to control traffic at intersections.
 Definition Source: FHWA Control Systems Glossary
 Class Name: IntersectionControllerHardware
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: INTERSECTIONDISPLAYHARDWARE
Descriptive Name Context: Traffic Simulation
Definition: Any hardware display device used to control traffic at intersections.
Definition Source: Traffic Engineering, McShane, et al
Class Name: IntersectionDisplayHardware
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED
Descriptive Name Context: Traffic Simulation
Definition: An intersection whose traffic is controlled by a controller.
Definition Source: HCM Implied
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_AllowableGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time gap between successive moving vehicles at which a greater gap should terminate the green on one phase and transfer right-of-way to another phase.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:

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| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| Descriptive Name: | INTERSECTIONSIGNALIZED_AmberIntervalResponse_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The response of drivers to the onset of the amber indication is expressed in terms of an acceptable deceleration. The deceleration that is required for the vehicle to stop is readily calculated, knowing the current position and speed of the vehicle. If deceleration is acceptable the vehicle will stop; otherwise, it will continue through the intersection. |
| Definition Source: | FHWA Control Systems Glossary |
| Class Name: | IntersectionSignalized |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |
| Descriptive Name: | INTERSECTIONSIGNALIZED_ApproachDelay_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | Stopped-time delay at a signalized intersection plus time lost because of deceleration to and acceleration from a stop, generally estimated as 1.3 times the stopped time delay. |
| Definition Source: | HCM A-1 |
| Class Name: | IntersectionSignalized |
| Keywords: | |
| Related Data Concept: | |
| Relationship Type: | |
| ASN1 Name: | |
| ASN1 Data Type: | float |
| Representation Class Term: | |
| Value Domain: | |
| Valid Value Range: | |
| Valid Value List: | |
| Valid Value Rule: | |
| Internal Representation Layout: | |
| Internal Layout Maximum Size: | |
| Internal Layout Minimum Size: | |
| Remarks: | Last Change 082799 |

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|----------------------------------|---|
| Descriptive Name: | INTERSECTIONSIGNALIZED_AverageStoppedTimeDelay_quantity |
| Descriptive Name Context: | Traffic Simulation |
| Definition: | The total time vehicles are stopped in an intersection approach or lane group during a specified time interval divided by the volume departing from the approach or lane group during the same time period, in seconds per vehicle. |

Definition Source: HCM A-1
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_BackgroundCycle_quantity
Descriptive Name Context: Traffic Simulation
Definition: The term used to identify the cycle length established by a coordination unit and master control in coordinated systems.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_Call_code
Descriptive Name Context: Traffic Simulation
Definition: A registration of a demand for right-of-way by traffic at a controller unit. The call to the controller is via detector actuation.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_ChangeInterval_quantity
Descriptive Name Context: Traffic Simulation
Definition: The “yellow” plus “all red” intervals that occur between phases of a traffic signal to provide for clearance of the intersection before conflicting movements are released.
Definition Source: HCM A-1
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_CycleLength_code
Descriptive Name Context: Traffic Simulation
Definition: The time required for one complete sequence of signal phases.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: number
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_DetectorSetback_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time required for one complete sequence of signal phases.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_DetectorType_code

Descriptive Name Context: Traffic Simulation

Definition: A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type.

Definition Source: FHWA Control Systems Glossary

Class Name: IntersectionSignalized

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type:

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List: 0=Check-In, 1=Check_Out, 2=Merge, 3=Queue, 4=Demand, 5=Passage,
6=Induction, 7=Video Image

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_DischargeHeadway_quantity

Descriptive Name Context: Traffic Simulation

Definition: The mean time gap between vehicles discharging from a standing queue.

Definition Source: CORSIM User's Guide 5-22

Class Name: IntersectionSignalized

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type: float

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List:

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_EffectiveGreen_quantity

Descriptive Name Context: Traffic Simulation

Definition: The time allocated for a given traffic movement (green plus yellow) at a signalized intersection less the start-up and clearance lost times for the movement.

Definition Source: HCM A-2

Class Name: IntersectionSignalized

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name: **ASN1 Data Type:** float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_EffectiveRed_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The time during which a given traffic movement or set of movements is directed to stop; cycle length minus effective green time.
 Definition Source: HCM A-2
 Class Name: IntersectionSignalized
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_LagPhase_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The lag phase setting designates which phase of a phase pair displays green first, before the other phase. A phase pair is defined as adjacent phases in the same ring on the same side of the barrier on a standard NEMA phase diagram. In a standard NEMA 8 phase configuration operating in leading dual lefts on both streets, phases 2, 4, 6 and 8 are lag phases while phases 1, 3, 5, and 7 are leading phases.
 Definition Source: FHWA Control Systems Glossary
 Class Name: IntersectionSignalized
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_MaximumSpeedLeftTurn_quantity
Descriptive Name Context: Traffic Simulation
Definition: Moving vehicles must slow as they approach an intersection if they are to negotiate a turning maneuver, even when unimpeded by other vehicles. The default turning speed for negotiating left turns is 22 fps (7 m/s). The maximum allowable left turn speed is 44 fps (14 m/s).
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_MaximumSpeedRightTurn_quantity
Descriptive Name Context: Traffic Simulation
Definition: Moving vehicles must slow as they approach an intersection if they are to negotiate a turning maneuver, even when unimpeded by other vehicles. The default turning speed for negotiating right turns is 13 fps (4 m/s). The maximum allowable right turn speed is 26 fps (8 m/s).
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_PedestrianDelay_quantity
Descriptive Name Context: Traffic Simulation
Definition: The duration of vehicular delay due to pedestrian interaction during a vehicle green phase.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term: INTERSECTIONSIGNALIZED_ProbabilityLeftTurnJump_quantity
Value Domain: Traffic Simulation
Valid Value Range: A left turn jumper is a vehicle that is first in queue when a signal changes to green and executes a left turn maneuver before the oncoming traffic moves.
Valid Value List: FHWA Control Systems Glossary
Valid Value Rule: IntersectionSignalized
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_ProbabilityLeftTurnJump_quantity
Descriptive Name Context: Traffic Simulation
Definition: A left turn jumper is a vehicle that is first in queue when a signal changes to green and executes a left turn maneuver before the oncoming traffic moves.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_StartDelay_quantity
Descriptive Name Context: Traffic Simulation
Definition: A delay experienced in initiating the movement of queued traffic from a stop to a maximum flow rate through a signalized intersection.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords: Start-up Lost Time
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_StartupLostTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The delay experienced by the first vehicle in queue when responding to a phase change from red to green.
Definition Source: CORSIM User's Guide 5-22

Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONSIGNALIZED_StopDelay_quantity
Descriptive Name Context: Traffic Simulation
Definition: For each turn movement, the total time that vehicles of the specified turn movement were stopped on the link. Stop time is defined as any time that a vehicle is stopped on a link including buses in dwell.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUNSIGNALIZEDCONTROLLED
Descriptive Name Context: Traffic Simulation
Definition: An intersection that is controlled by devices other than signals, such as stop signs.
Definition Source:
 Class Name: IntersectionUnsignalizedControlled
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUNSIGNALIZEDCONTROLLED_AcceptanceGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: A vehicle at a stop line facing a sign cannot discharge until an acceptable gap is available in the cross-street traffic. The acceptable gap depends on the type of sign, driver characteristic and the total number of lanes to be crossed. Likewise for a vehicle turning left or right.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUNSIGNALIZEDCONTROLLED_CriticalGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The minimum time interval between vehicles in a major traffic stream that permits side-street vehicle at a stop-controlled approach to enter the intersection under prevailing traffic and roadway conditions, in seconds.
Definition Source: HCM A-2
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUNSIGNALIZEDCONTROLLED_LeftTurnAcceptableGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceptable gap for Left-Turns.
Definition Source: CORSIM Record 145
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term: INTERSECTIONUN SIGNALIZEDCONTROLLED_MovementCapacity_quantity
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUN SIGNALIZEDCONTROLLED_MovementCapacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The capacity of a specific movement at a stop-controlled intersection approach, assuming that the movement has exclusive use of a separate lane, in passenger cars per hour.
Definition Source: HCM A-3
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUN SIGNALIZEDCONTROLLED_NewFSAcceptanceGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceptable gap to cross the far-side of a cross street.
Definition Source: CORSIM Record 143
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUN SIGNALIZEDCONTROLLED_NewNSAcceptanceGap_quantity
Descriptive Name Context: Traffic Simulation

Definition: The acceptable gap to cross a near-side cross street.
Definition Source: CORSIM Record 142
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: INTERSECTIONUNSIGNALIZEDCONTROLLED_RightTurnOnRedAcceptableGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceptable gap for Right Turn on red or at signs.
Definition Source: CORSIM Record 145
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE
Descriptive Name Context: Traffic Simulation
Definition: Unidirectional roadway that carries a single-file stream of vehicles.
Definition Source:
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_AllowableMovements_code
Descriptive Name Context: Traffic Simulation
Definition: The movements that are allowed through the intersection from this lane.
Definition Source: CORSIM
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=none, 1=left, 2=through, 3=right, 4=leftdiagonal, 5=rightdiagonal
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799
The code is a concatenation of all applicable movements. E.g. 12 would indicate left and through movements for this lane.

Descriptive Name: LANE_AntireferenceEndLocation_quantity
Descriptive Name Context: Traffic Simulation
Definition: Distance along this Lane's Segment from the reference end of the Segment to the antireference end of the Lane.
Definition Source:
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:

Descriptive Name: LANE_Channelization_code
Descriptive Name Context: Traffic Simulation
Definition: Traffic restrictions for the lane.
Definition Source: CORSIM
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range: 0=unrestricted, 1=left turn only, 2=buses only, 3=closed, 4=right turn only, 5=carpool only, 6=carpools and buses only, 7=right, diagonal and/or through, 8=left, diagonal and/or through, 9=restricted only by geometry and adjacent lanes, 10=diagonal only, 11=through only.

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_DetectorLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The effective loop length in feet
Definition Source: FHWA Control Systems Glossary
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Check-In, 1=Check_Out, 2=Merge, 3=Queue, 4=Demand, 5=Passage, 6=Induction, 7=Video Image.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_DetectorLocation_quantity
Descriptive Name Context: Traffic Simulation
Definition: The location of the detector from the upstream end of the lane in feet.
Definition Source: CORSIM
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_DetectorType_code
Descriptive Name Context: Traffic Simulation
Definition: A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type.
Definition Source: FHWA Control Systems Glossary
Class Name: Lane
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Check-In, 1=Check_Out, 2=Merge, 3=Queue, 4=Demand, 5=Passage, 6=Induction, 7=Video Image.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_IncidentCode_code
Descriptive Name Context: Traffic Simulation
Definition: The incident code specifying the effect on the lane.
Definition Source: CORSIM
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Normal Speed, 1=Traffic capacity reduced by the rubberneck factor at the point of the incident.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_Length_quanity
Descriptive Name Context: Traffic Simulation
Definition: The travel distance from the upstream end to the downstream end of a Lane. (Less than or equal to the length of the Segment to which the Lane belongs.)
Definition Source:
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name Context: Traffic Simulation
Definition: Lane type.
Definition Source: CORSIM
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range: 0=surface street, 1=freeway mainline, 2=freeway on ramp, 3=freeway off ramp.
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANE_Width_quantity
Descriptive Name Context: Traffic Simulation
Definition: The width of the lane.
Definition Source:
Class Name: Lane
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LANEMARKING
Descriptive Name Context: Traffic Simulation
Definition: A marking on the lane to inform or direct drivers or pedestrians. Examples would be passing/no passing lines, directional arrows and pedestrian crossing lines.
Definition Source:
Class Name: LaneMarking
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK

Descriptive Name Context: Traffic Simulation

Definition: A one-way section of roadway between two nodes. It is intended that attributes of the TSDD's Link will conform as much as possible to the TMDD's LINK data elements.

Definition Source:

Class Name: Link

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type:

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List:

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_AverageDelayTime_quantity

Descriptive Name Context: Traffic Simulation

Definition: For each turn movement, the average time that vehicles were delayed on the link. Calculated as the delay time for the turn movement divided by vehicle trips for the turn movement.

Definition Source: FHWA Control Systems Glossary

Class Name: Link

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type: float

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List:

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_AverageSpeed_quantity

Descriptive Name Context: Traffic Simulation

Definition: For each turn movement, the average speed of vehicles on a link that have completely traversed the link. Calculated as vehicle miles divided by the total time.

Definition Source: FHWA Control Systems Glossary

Class Name: Link

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799
Last Change 082799

Descriptive Name: LINK_Capacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Capacity_quantity in the TMDD: "The Link maximum capacity in vehicles per hour."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Delay_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Delay_quantity in the TMDD: "Calculated delay for vehicles driving along a particular Link. this is additional time it will take above that recorded during free flow conditions to travel from one end of the link to the other."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Density_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Density_quantity in the TMDD: "Vehicle concentration per kilometer (in vehicles per kilometer) of the Link."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_DesignSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_DesignSpeed_quantity in the TMDD: "The Link design speed in kilometers per hour."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Direction_code
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Direction_code in the TMDD: "The direction of the Link traffic flow, e.g E,W,N,S."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Octetstring
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_DistanceToStopLine_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance between the stop line and the curb line.
Definition Source: CORSIM Record 80
Class Name: LINK
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_FreeFlowSpeedPercentage_quantity
Descriptive Name Context: Traffic Simulation
Definition: This percentage is correlated with the driver characteristics and is multiplied with the Mean Free Flow Speed for the link to obtain a Free Flow Speed for drivers of the specified characteristics for this link.
Definition Source: CORSIM Record 147
Class Name: LINK
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_GroupID_number
Descriptive Name Context: Traffic Simulation
Definition: When a link is part of an aggregation such as an interchange or a corridor, this number can be used to identify members of a group.
Definition Source: CORSIM Record 90 and 95
Class Name: LINK
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_GroupSequence_number
Descriptive Name Context: Traffic Simulation
 Definition: When a link is part of an aggregation such as an interchange or a corridor, this number can be used to sequence members of a group.
 Definition Source: CORSIM Record 90 and 95
 Class Name: LINK
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_HeightRestriction_quantity
Descriptive Name Context: Traffic Simulation
 Definition: See LINK_HeightRestriction_quantity in the TMDD: "Minimum vertical clearance on a Link in centimeters."
 Definition Source:
 Class Name: Link
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_IdNumber_number
Descriptive Name Context: Traffic Simulation

Definition: See LINK_IdNumber_number in the TMDD: "An unique numerical designation for the Link."

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_LaneAlignmentdownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The lane number of the downstream through node that aligns with downstream alignment lane of this link.

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_LaneAlignmentupstream_number
Descriptive Name Context: Traffic Simulation
Definition: The lane number of the upstream node that aligns with the upstream alignment lane of this link.

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_LeftDiagonalDownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the downstream node that can receive left diagonal traffic.
Definition Source: CORSIM
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LeftShoulderWidth_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_LeftShoulderWidth_quantity in the TMDD: "The width of the left shoulder of the Link (in centimeters)."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LeftTurnDownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the downstream node that can receive left turning traffic.
Definition Source: CORSIM
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LeftTurnPocketLanes_number
Descriptive Name Context: Traffic Simulation
Definition: The number of lanes in the left turn pocket. See LINK_LeftTurnPocketLaneNumber_quantity in TMDD.
Definition Source: CORSIM
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LeftTurnPocketLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The length of the left turn pocket (if any). See LINK_LeftTurnPocketLength_quantity in TMDD.
Definition Source: CORSIM
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Length_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Length_quantity in the TMDD: "The length of the link in meters."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LengthRestriction_quantity
Descriptive Name Context: Traffic Simulation
 Definition: See LINK_LengthRestriction_quantity in the TMDD: "Maximum Vehicle Length allowable on a Link in centimeters."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_LevelOfService_code
Descriptive Name Context: Traffic Simulation
 Definition: See LINK_LevelOfService_code in the TMDD: "A qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers as defined in the Highway Capacity Manual."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Octetstring
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_MedianType_code
Descriptive Name Context: Traffic Simulation

Definition: See LLINK_MedianType_code in the TMDD: "Type of median separation for the Link."

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: Octetstring

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_NumLanes_number
Descriptive Name Context: Traffic Simulation
Definition: See LLINK_NumLanes_quantity in the TMDD: "The lowest number of lanes at any point in the Link."

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_NumLanesOpen_number
Descriptive Name Context: Traffic Simulation
Definition: See LINK_NumLanesOpen_quantity in the TMDD: "The lowest number at any point of lanes currently open in the link."

Definition Source:
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_Occupancy_percent
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Occupancy_percent in the TMDD: "Percent occupancy measured for the Link."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_OpposingLeftTurnDownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the upstream node, downstream, that opposes left turning traffic.
Definition Source:
 Class Name: CORSIM
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_PavementCondition_code
Descriptive Name Context: Traffic Simulation
Definition: The condition of the pavement.
Definition Source:
 Class Name: CORSIM
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:

Valid Value Range:
Valid Value List: 0=dry, 1=wet.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_PavementType_code
Descriptive Name Context: Traffic Simulation
Definition: See LINK_PavementType_code in the TMDD: "The type of material from which the pavement is constructed (e.g. concrete, asphalt)."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Character
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: C=concrete, A=asphalt, G=grooved concrete, S=steel grid, O=other.
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_QueueDischargeHeadway_quantity
Descriptive Name Context: Traffic Simulation
Definition: The delay until discharge for each queued vehicle. A different headway for each driver characteristic is assigned.
Definition Source:
 Class Name: CORSIM Record 149
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_RightDiagonalDownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the downstream node that can receive right diagonal traffic.
Definition Source:
 Class Name: CORSIM
 Keywords: Link
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_RightShoulderWidth_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_RightShoulderWidth_quantity in the TMDD: "The width of the right shoulder for the Link in centimeters."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_RightTurnDownstream_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the downstream node that can receive right turning traffic.
Definition Source: CORSIM
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_RightTurnPocketLanes_number
Descriptive Name Context: Traffic Simulation
Definition: The number of lanes in the right turn pocket. See

Definition Source: LLINK_RightTurnPocketLane_quantity in TMDD.
Class Name: CORSIM
Keywords: Link

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_RightTurnPocketLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The length of the right turn pocket (if any). See
LINK_RightTurnPocketLength_quantity in TMDD.

Definition Source: CORSIM
Class Name: Link
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_SightDistance_quantity
Descriptive Name Context: Traffic Simulation
Definition: The forward visibility of a driver at the stop line to see approaching vehicles.

Definition Source: CORSIM Record 80
Class Name: LINK
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: LINK_Speed_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Speed_quantity in the TMDD: "The average Link vehicular speed in Kilometers per hour."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_SpeedLimit_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_SpeedLimit_quantity in the TMDD: "Speed limit for automobiles in Kilometers per hour."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_StartUpLostTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The start-up lost time for the first vehicle in queue when the signal turns to green. A different value for each driver characteristic is assigned.
Definition Source:
 Class Name: LINK
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Status_code
Descriptive Name Context: Traffic Simulation
Definition: See LINK_Status_code in the TMDD: "The Link Status."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Octetstring
Representation Class Term:
 Value Domain:
Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_ThroughDownstreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The node number of the downstream node that can receive through traffic.
Definition Source: CORSIM
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_TruckSpeedLimit_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_TruckSpeedLimit_quantity in the TMDD: "Speed limit for trucks in kilometers per hour."
Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:

ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Type_code
Descriptive Name Context: Traffic Simulation
 Definition: See LINK_Type_code in the TMDD: "The designation of the Link type. (Fwy., Art., Psu., Sur., Ded., Rail, Bus, Air, Ferry, other modes)."
 Definition Source:
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Octetstring
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_UpstreamNode_number
Descriptive Name Context: Traffic Simulation
 Definition: The number of the upstream node.
 Definition Source: CORSIM
 Class Name: Link
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_Volume_quantity
Descriptive Name Context: Traffic Simulation
 Definition: See LINK_Volume_quantity in the TMDD: "Projected or measured hourly volume for the Link expressed in vehicles per hour."
 Definition Source:

Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: LINK_WeightRestriction_quantity
Descriptive Name Context: Traffic Simulation
Definition: See LINK_WeightRestriction_quantity in the TMDD: "Maximum Vehicle Weight allowable on a Link in kilograms."
Definition Source:
Class Name: Link
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_Advantage_quantity
Descriptive Name Context: Traffic Simulation
Definition: Advantage threshold for discretionary maneuver.
Definition Source: CORSIM Record 70
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_CollisionAvoidance_code
Descriptive Name Context: Traffic Simulation
Definition: Parameter for collision avoidance time period. Used in gap acceptance algorithm.
Definition Source: CORSIM Record 70
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range: 0-6 where 0 is the most time and 6 is the least time.
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_FollowerVehicleDecelerationRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: Deceleration rate of follower vehicle.
Definition Source: CORSIM Record 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_LeadVehicleDecelerationRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: Deceleration rate of the lead vehicle.
Definition Source: CORSIM Record 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MANEUVER_LeftTurnAcceptableGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceptable gap in oncoming traffic for a driver attempting a left turn.
Definition Source: CORSIM Record 145
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_LeftTurnJumpProbability_quantity
Descriptive Name Context: Traffic Simulation
Definition: The probability that the first vehicle in queue will execute a left-turn when the signal changes to green.
Definition Source: CORSIM Record 140
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_LeftTurnLaggerTurnProbability_quantity
Descriptive Name Context: Traffic Simulation
Definition: The probability that a driver will execute a left-turn across opposing traffic during a NO GO interval.
Definition Source: CORSIM Record 141
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MaximumHeadway_quantity
Descriptive Name Context: Traffic Simulation
Definition: The headway above which no driver will attempt the maneuver.
Definition Source: CORSIM Record 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MaximumLeftTurnSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum speed for a left turn.
Definition Source: CORSIM Record 140
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MaximumRightTurnSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum speed for a right turn.
Definition Source: CORSIM Record 140
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MeanDistance_quantity
Descriptive Name Context: Traffic Simulation
 Definition: Mean longitudinal distance over which drivers decide to perform on lane change.
 Definition Source: CORSIM Records 81 and 152
 Class Name: Maneuver
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MinimumDeceleration_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The minimum deceleration at the beginning of a discretionary maneuver. Used in the computation of acceptable risk.
 Definition Source: CORSIM Record 81
 Class Name: Maneuver
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_MinimumHeadway_quantity
Descriptive Name Context: Traffic Simulation
 Definition: Headway below which all drivers will attempt the maneuver.
 Definition Source: CORSIM Record 81

Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_Multiplier_quantity
Descriptive Name Context: Traffic Simulation
Definition: Multiplier for desire to complete discretionary maneuver.
Definition Source: CORSIM Record 70
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_RightTurnOnRedAcceptableGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceptable gap in oncoming traffic for a driver attempting a right-turn on red of at a sign.
Definition Source: CORSIM Record 145
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_SafetyFactor_quantity
Descriptive Name Context: Traffic Simulation
Definition: The degree of caution used by the driver.
Definition Source: CORSIM Record 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_SpillbackProbability_quantity
Descriptive Name Context: Traffic Simulation
Definition: The probability that a vehicle about to discharge will join a spillback.
Definition Source: CORSIM Record 141
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_TimeToComplete_quantity
Descriptive Name Context: Traffic Simulation
Definition: Time to complete the maneuver.
Definition Source: CORSIM Records 70 and 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MANEUVER_Type_code
Descriptive Name Context: Traffic Simulation
Definition: The code identifying the type of maneuver to be performed.
Definition Source: CORSIM Records 70, 81 and 140
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Lane change, 1=Left turn jump, 2=Right turn
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_UrgencyThreshold_quantity
Descriptive Name Context: Traffic Simulation
Definition: Urgency of a driver to initiate a discretionary maneuver. Based on the driver's aggressiveness, the remaining distance available and the complexity of the maneuver.
Definition Source: CORSIM Record 81
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MANEUVER_YieldingPercentage_quantity
Descriptive Name Context: Traffic Simulation
Definition: Percentage of drivers desiring to yield the right-of-way to maneuvering vehicles.
Definition Source: CORSIM Record 70
Class Name: Maneuver
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MARKING
Descriptive Name Context: Traffic Simulation
Definition: Any mark on a lane, link, highway, etc. used to control drivers or pedestrians.
Definition Source:
Class Name: Marking
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Algorithm_Type_code
Descriptive Name Context: Traffic Simulation
Definition: The code of the MOE estimation algorithm to be applied.
Definition Source: CORSIM Record 66
Class Name: MOE
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Arterial_AverageControlDelay_quantity
Descriptive Name Context: Traffic Simulation
Definition: Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as *signal delay*.
Definition Source: HCM 9-7
Class Name: Arterial
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name: MOE_Arterial_AverageRunningTime
ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Arterial_AverageRunningTime_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The average time vehicles are in motion while traversing a highway segment of given length, excluding stopped-time delay, in seconds per vehicle or minutes per vehicle.
 Definition Source: HCM A-1
 Class Name: Arterial
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name: MOE_Arterial_AverageTravelSpeed
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Arterial_AverageTravelSpeed_code
Descriptive Name Context: Traffic Simulation
 Definition: The average speed of a traffic stream computed as the length of a highway segment divided by the average travel time of vehicles traversing the segment, in miles per hour.
 Definition Source: HCM A-1
 Class Name: Arterial
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name: MOE_Arterial_AverageRunningTime
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Arterial_LevelOfService_code

Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: Arterial
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Freeway_Capacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum sustained (15-min) rate of flow at which traffic can pass a point or uniform segment of freeway under prevailing roadway and traffic conditions. Capacity is defined for a single direction of flow, and is expressed in vehicle per hour (vph).
Definition Source: HCM 3-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Freeway_Density_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane.
Definition Source: HCM A-2
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Freeway_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range: A - F
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Freeway_MaximumServiceFlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The highest 15-min rate of flow that can be accommodated on a highway facility under ideal conditions while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane.
Definition Source: HCM A-3
Class Name: Freeway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Descriptive Name: MOE_Freeway_Speed_quantity
Descriptive Name Context: Traffic Simulation
Definition: A rate of motion, in distance per unit of time.
 $S = d / t$ (mph or fps).
Definition Source: Traffic Engineering, McShane, et al
Class Name: Freeway
Keywords:
Related Data Concept:

Relationship Type: ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Freeway_Volume_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
 Definition Source: HCM A-5
 Class Name: Freeway
 Keywords:
 Related Data Concept:
 Relationship Type: ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayRamp_DivergeVolume_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The total volume in the traffic stream which will separate. For the case of a one-lane, right-side on-ramp, the diverge volume is equal to the lane 1 volume immediately upstream of the subject ramp.
 Definition Source: HCM 5-3
 Class Name: FreewayRamp
 Keywords:
 Related Data Concept:
 Relationship Type: ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayRamp_FreewayVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total freeway volume. Generally considered at the point where it is at the maximum level, i.e., upstream of an off-ramp and downstream of an on-ramp.
Definition Source: HCM 5-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayRamp_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayRamp_MergeVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total volume in the traffic streams which will join. For the case of a one-lane, right-side on-ramp, the merge volume is the sum of the lane 1 volume plus the ramp volume.
Definition Source: HCM 5-3
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayRamp_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: FreewayRamp
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayWeavingArea_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayWeavingArea_MinimumAverageNonWeavingSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: Average minimum running speed for all non-weaving vehicles occupying a given section of highway over some time.
Definition Source: HCM implied
Class Name: FreewayWeavingArea

Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayWeavingArea_MinimumAverageWeavingSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: Average minimum running speed for all weaving vehicles occupying a given section of highway over some time.
Definition Source: HCM implied
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_FreewayWeavingArea_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: FreewayWeavingArea
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_ApproachCapacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signalization conditions.
Definition Source: HCM 9-3
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_ApproachVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number vehicles which may pass through the intersection under prevailing traffic, roadway and signalization conditions during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM implied
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_CriticalVCRatio_quantity
Descriptive Name Context: Traffic Simulation
Definition: A v/c ratio for the intersection as a whole, considering only the lane groups or approaches that have the highest flow ration, v/s, for a given signal phase.
Definition Source: HCM 9-4
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_FlowRatio_quantity
Descriptive Name Context: Traffic Simulation
Definition: The ratio of the actual flow rate for the approach or lane group to the saturation flow rate.
Definition Source: HCM 9-3
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM A-3
Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionSignalized_SaturationFlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum rate of flow that can pass through a given intersection approach or lane group under prevailing traffic and roadway conditions, assuming that the approach or lane group had 100 percent of real time available as effective green time.
Definition Source: HCM 9-3

Class Name: IntersectionSignalized
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionUnsignalizedControlled_AverageDelay_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility divided by the volume departing from the corresponding cross section of the facility.
Definition Source: HCM A-1
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Descriptive Name: MOE_IntersectionUnsignalizedControlled_ConflictingVolume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The volume of traffic that conflicts with a specific movement at an unsignalized intersection.
Definition Source: HCM A-2
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionUnsignalizedControlled_QueueLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: (1) Number of vehicles stopped in a lane behind the stopline at a traffic signal.
(2) Number of vehicles that are stopped or moving in a line where the movement of each vehicle is constrained by that of the lead vehicle.
Definition Source: FHWA Control Systems Glossary
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_IntersectionUnsignalizedControlled_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: IntersectionUnsignalizedControlled
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_MultilaneHighway_AverageTravelSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: The average speed of a traffic stream computed as the length of a highway segment divided by the average travel time of vehicles traversing the segment, in miles per hour.
Definition Source: HCM A-1
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:

Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_MultilaneHighway_Density_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane.
Definition Source: HCM A-2
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_MultilaneHighway_FreeFlowSpeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: (1) The theoretical speed of traffic when density is zero, that is, when no vehicles are present; (2) the average speed of vehicles over an arterial segment not close to signalized intersections under conditions of low volume.
Definition Source: HCM A-2
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_MultilaneHighway_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Definition Source: HCM A-3
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_MultilaneHighway_ServiceFlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum hourly rate at which persons or vehicles can be reasonably expected to traverse a point of a lane or roadway during a given time period (usually 15 min) under prevailing roadway, traffic, and control conditions while maintaining a designated level of service, expressed as vehicles per hour or vehicles per hour per lane.
Definition Source: HCM A-4
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Descriptive Name: MOE_MultilaneHighway_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM A-5
Class Name: MultilaneHighway
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_Density_quantity
Descriptive Name Context: Traffic Simulation
Definition: The average number of pedestrians per unit of area within a walkway or queuing area, expressed as pedestrians per square foot.
Definition Source: HCM 13-3
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_FlowRate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of pedestrians passing a point per unit time, expressed as pedestrians per 15 minutes or pedestrians per minute; “point” refers to a perpendicular line of sight across the width of a walkway.
Definition Source: HCM 13-3
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: Convenience factors such as the ability to select walking speeds, bypass slower pedestrians, avoid conflicts with others and degrees of crowding in queuing areas, such as sidewalk corners, transit platforms, and other waiting areas.
Definition Source: HCM 13-3
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_Space_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The average area provided for each pedestrian in a walkway or queuing area, expressed in terms of square feet per pedestrian; this is the inverse of density, but is a more practical unit for the analysis of pedestrian facilities.
 Definition Source: HCM 13-3
 Class Name: Pedestrian
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_Speed_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The average pedestrian walking speed, generally expressed in units of feet per second.
 Definition Source: HCM 13-3
 Class Name: Pedestrian
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Pedestrian_UnitWidthFlow_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The average flow of pedestrians per unit of effective walkway width, expressed

as pedestrians per minute per foot.
Definition Source: HCM 13-3
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Road_AverageTravelTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The average time spent by vehicles traversing a road segment of given length, including all stopped-time delay, in seconds per vehicle or minutes per vehicle.
Definition Source: HCM A-1
Class Name: Road
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Road_LevelOfService_code
Descriptive Name Context: Traffic Simulation
Definition: A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.
Definition Source: HCM 13-3
Class Name: Road
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MOE_Road_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles.
Definition Source: HCM
Class Name: Road
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Transit_LoadFactor_quantity
Descriptive Name Context: Traffic Simulation
Definition: The ratio of total passengers carried to the number of seats during a specified time period.
Definition Source: HCM 12-3
Class Name: Transit
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Transit_PersonCapacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour.
Definition Source: HCM 12-3
Class Name: Transit
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name: MOE_Transit_PersonLevelOfService_code
ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Transit_PersonLevelOfService_code
Descriptive Name Context: Traffic Simulation
 Definition: The quality of service offered the passenger within a transit vehicle, as determined by the available space per passenger.
 Definition Source: HCM A-3
 Class Name: Transit
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_Transit_ProductiveCapacity_quantity
Descriptive Name Context: Traffic Simulation
 Definition: A measure of efficiency or performance. The product of passenger capacity along a transit line and speed.
 Definition Source: HCM 12-3
 Class Name: Transit
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_TwoLaneHighway_AverageTravelSpeed_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The average speed of a traffic stream computed as the length of a highway

segment divided by the average travel time of vehicles traversing the segment in both directions, in miles per hour.

Definition Source: HCM 8-2
Class Name: TwoLaneHighway
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_TwoLaneHighway_Capacity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per hour or persons per hour.

Definition Source: HCM A-1
Class Name: TwoLaneHighway
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MOE_TwoLaneHighway_CapacityUtilization_quantity
Descriptive Name Context: Traffic Simulation
Definition: The ratio (v/c ratio) of the demand flow rate to the capacity of the facility.

Definition Source: HCM 8-2
Class Name: TwoLaneHighway
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MOE_TwoLaneHighway_DemandFlowRate_quantity

Descriptive Name Context: Traffic Simulation

Definition: The traffic volume expected to desire service past a point or segment of the highway system at some future time, or the traffic currently arriving or desiring service past such a point, usually expressed as vehicles per hour.

Definition Source: HCM A-2

Class Name: TwoLaneHighway

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type: float

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List:

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MOE_TwoLaneHighway_PercentTimeDelay_quantity

Descriptive Name Context: Traffic Simulation

Definition: The average percent of time that all vehicles are delayed while traveling in platoons due to the inability to pass.

Definition Source: HCM 8-2

Class Name: TwoLaneHighway

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type: float

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List:

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: MOTORHOME

Descriptive Name Context: Traffic Simulation

Definition: A recreational motor vehicle which usually contains facilities for sleeping and eating.

Definition Source:

Class Name: MotorHome

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: MULTILANEHIGHWAY
Descriptive Name Context: Traffic Simulation
 Definition: A highway with at least two lanes for the exclusive use of traffic in each direction, with no or partial control of access, that may have periodic interruptions to flow at signalized intersections.
 Definition Source: HCM A-3
 Class Name: MultilaneHighway
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: MULTILANEHIGHWAYDIVIDED
Descriptive Name Context: Traffic Simulation
 Definition: A subclass of MultilaneHighway in which the opposing lanes are separated by a median or two-way left turn lane.
 Definition Source: HCM Implied
 Class Name: MultilaneHighwayDivided
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: MULTILANEHIGHWAYUNDIVIDED
Descriptive Name Context: Traffic Simulation
 Definition: A subclass of MultilaneHighway in which the opposing lanes are not separated

by a median or two-way left turn lane.
Definition Source: HCM Implied
Class Name: MultilaneHighwayUndivided
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: MULTIUNITTRUCK
Descriptive Name Context: Traffic Simulation
Definition: A truck whose cab (tractor) is a separate entity from its load bed (trailer).
Definition Source:
Class Name: Network
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NETWORK
Descriptive Name Context: Traffic Simulation
Definition: A network is the aggregation of the important permanent components of a traffic model. Vehicles are not included because, for purposes of the model, they are transitory.
Definition Source:
Class Name: Network
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: NETWORK_City_text
Descriptive Name Context: Traffic Simulation
Definition: The name of the city where a Network is located.
Definition Source:
 Class Name: Network
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NETWORK_County_text
Descriptive Name Context: Traffic Simulation
Definition: The name of the county where a Network is located.
Definition Source:
 Class Name: Network
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NETWORK_Description_text
Descriptive Name Context: Traffic Simulation
Definition: A textual description of a Network. This attribute can contain whatever notes about the model the modeler chooses to make.
Definition Source:
 Class Name: Network
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NETWORK_Name_text
Descriptive Name Context: Traffic Simulation
Definition: A label for a traffic network. (Are there any constraints about uniqueness of the name? How could such a constraint be enforced?)
Definition Source:
 Class Name: Network
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NETWORK_State_quantity
Descriptive Name Context: Traffic Simulation
Definition: A 'snapshot' of a network.
Definition Source:
 Class Name: Network
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: binary
Representation Class Term:
 Value Domain:
Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE
Descriptive Name Context: Traffic Simulation
Definition: A point where two or more links meet. A node specifies connectivity in the network but has no dimension or shape. It is intended that the TSDD's Node will conform as much as possible to the TMDD's Node.
Definition Source:
 Class Name: Node
 Keywords:
Related Data Concept:
 Relationship Type:

ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_IdNumber_number
Descriptive Name Context: Traffic Simulation
Definition: See NODE_IdNumber_number in the TMDD: "An unique identification number for Node."
Definition Source:
Class Name: Node
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_Latitude_location
Descriptive Name Context: Traffic Simulation
Definition: See NODE_Latitude_location in the TMDD: "Latitude of Node."
Definition Source:
Class Name: Node
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_Longitude_location
Descriptive Name Context: Traffic Simulation
Definition: See NODE_Longitude_location in the TMDD: "Longitude of Node in microdegrees."

Definition Source:
Class Name: Node
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_NumLinks_quantity
Descriptive Name Context: Traffic Simulation
Definition: See NODE_NumLinks_quantity in the TMDD: "Number of Links at this Node."
Definition Source:
Class Name: Node
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_Status_code
Descriptive Name Context: Traffic Simulation
Definition: See NODE_Status_code in the TMDD: "NODE traffic status or condition."
Definition Source:
Class Name: Node
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Octetstring
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_Type_code
Descriptive Name Context: Traffic Simulation
 Definition: The code to identify the type of node.
 Definition Source: CORSIM Record 177
 Class Name: Node
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=Regular, 1=Entry, 2=Exit, 3=Entry/Exit, 4=Source, 5=Sink, 6=Source/Sink
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_XCoordinate_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The X Coordinate of the node.
 Definition Source: CORSIM Record 195
 Class Name: Node
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: NODE_YCoordinate_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The Y Coordinate of the node.
 Definition Source: CORSIM Record 195
 Class Name: Node
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: NORMALLANE
Descriptive Name Context: Traffic Simulation
Definition: This is an ordinary lane for carrying traffic in one direction
Definition Source:
 Class Name: NormalLane
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ODPAIR_DestinationNode_number
Descriptive Name Context: Traffic Simulation
Definition: The destination node number of the ODPair.
Definition Source: CORSIM Record 74
 Class Name: ODPair
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ODPAIR_ID_number
Descriptive Name Context: Traffic Simulation
Definition: A unique number identifying an Origin-Destination pair.
Definition Source: CORSIM Record 95
 Class Name: ODPair
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ODPAIR-OriginNode_number
Descriptive Name Context: Traffic Simulation
Definition: The origin node number.
Definition Source: CORSIM Record 74
Class Name: ODPair
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ODPAIR_Percentage_quantity
Descriptive Name Context: Traffic Simulation
Definition: The percentage of vehicles entering through the origin node.
Definition Source: CORSIM Records 74 and 176
Class Name: ODPair
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ODPAIR_Volume_quantity
Descriptive Name Context: Traffic Simulation
Definition: Volume traveling from the origin node to the destination node.
Definition Source: CORSIM Record 176
Class Name: ODPair
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:

Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PARKINGZONE_ExpectedNumManeuvers_number
Descriptive Name Context: Traffic Simulation
Definition: The expected number of parking maneuvers for a specified time period.
Definition Source: CORSIM Record 56
Class Name: ParkingZone
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PARKINGZONE_Length_quantity
Descriptive Name Context: Traffic Simulation
Definition: The length of the parking zone
Definition Source: CORSIM Record 56
Class Name: ParkingZone
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PARKINGZONE_Location_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance from the downstream stop line to the front of the parking zone.
Definition Source: CORSIM Record 56
Class Name: ParkingZone
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name: **ASN1 Data Type:** float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PARKINGZONE_MeanDurationOfManeuvers_quantity
Descriptive Name Context: Traffic Simulation
 Definition: Mean duration of parking maneuver.
 Definition Source: CORSIM Record 56
 Class Name: ParkingZone
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PASSENGER
Descriptive Name Context: Traffic Simulation
 Definition: Any rider in a vehicle that is not the driver.
 Definition Source:
 Class Name: Passenger
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PASSENGERCAR
Descriptive Name Context: Traffic Simulation
 Definition: A personal vehicle generally used to transport passengers.
 Definition Source:
 Class Name: PassengerCar

Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL
Descriptive Name Context: Traffic Simulation
Definition: The type of pavement used for some part of a roadway.
Definition Source:
 Class Name: PavementMaterial
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL_Condition_code
Descriptive Name Context: Traffic Simulation
Definition: The condition of the pavement.
Definition Source: CORSIM Record 69
 Class Name: PavementMaterial
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name: Integer
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=Dry, 1=Wet
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL_FrictionCoefficient_quantity
Descriptive Name Context: Traffic Simulation

Definition: The friction coefficient is used in the computation of maximum speed on a curve.
Definition Source: CORSIM Record 69
Class Name: PavementMaterial
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL_LagToAccelerate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time delay to accelerate.
Definition Source: CORSIM Record 69
Class Name: PavementMaterial
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL_LagToDecelerate_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time delay to decelerate.
Definition Source: CORSIM Record 69
Class Name: PavementMaterial
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PAVEMENTMATERIAL_Type_code
Descriptive Name Context: Traffic Simulation
 Definition: The code identifying the pavement type.
 Definition Source: CORSIM Record 69
 Class Name: PavementMaterial
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=Concrete, 1=Asphalt, 3=Other
 Valid Value Rule:
 Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN
Descriptive Name Context: Traffic Simulation
 Definition: An individual traveling on foot.
 Definition Source: HCM A-3
 Class Name: Pedestrian
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
 Internal Representation Layout:
 Internal Layout Maximum Size:
 Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN_ArrivalHeadway_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The arrival headway for pedestrians actuating the push button.
 Definition Source: CORSIM Record 48
 Class Name: Pedestrian
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
 Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
 Internal Representation Layout:

Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN_ConstantDemandLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The length of the pedestrian constant demand period.
Definition Source: CORSIM 48
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN_ConstantDemandStart_quantity
Descriptive Name Context: Traffic Simulation
Definition: The start time from the beginning of the simulation when pedestrian demand is continuous.
Definition Source: CORSIM 48
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN_DeterministicStart_quantity
Descriptive Name Context: Traffic Simulation
Definition: Elapsed time from start of simulation to beginning of deterministic arrivals.
Definition Source: CORSIM Record 48
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PEDESTRIAN_Intensity_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of pedestrians per hour.
Definition Source: CORSIM Record 48
Class Name: Pedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE
Descriptive Name Context: Traffic Simulation
Definition: The part of the signal cycle allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.
Definition Source: HCM A-4
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_ConditionalService_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies whether the phase can service a left turn twice in the same cycle.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Can, 1=Cannot
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_DualEntry_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies whether dual entry is allowed.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Allowed, 1=Prohibited
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_ForceOff_quantity
Descriptive Name Context: Traffic Simulation
Definition: The point in the phase where the controller must terminate the phase to service another phase.
Definition Source: Actuated Controllers in TRAF, 8
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_GapReduction_code
Descriptive Name Context: Traffic Simulation
Definition: The code identifying the method for reducing the gap between vehicles from the

original value to a lesser value over a specified amount of time.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Reduce by/reduce every, 1=Reduce by every second, 2=Time to reduce to minimum gap
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_GreenEnd_quantity
Descriptive Name Context: Traffic Simulation
Definition: The end time for the green part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_GreenStart_quantity
Descriptive Name Context: Traffic Simulation
Definition: The start time for the green part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_Lag_code
Descriptive Name Context: Traffic Simulation
Definition: This code designates which phase of a phase pair displays green first.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Phase lags the other, 1=Phase leads the other.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_LagPhaseHold_code
Descriptive Name Context: Traffic Simulation
Definition: This code designates whether a hold can be placed on a phase to prevent the phase from terminating before the force-off point.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Cannot, 1=Can
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MaximumGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The gap at the beginning of the reduction period.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MaximumGreenLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum time that a phase is allowed to display green after receipt of a vehicle call on a conflicting phase.
Definition Source: Actuated Controllers in TRAF, 5
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MaximumInitialInterval_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum green time allowed for the variable initial interval timing.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MaximumVehicleRecall_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies whether the controller will service maximum green when there is no demand.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer

Representation Class Term: PHASE_MinimumConditionalServiceTime
Value Domain: quantity
Valid Value Range: 0=Serviced, 1=Not serviced
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MinimumConditionalServiceTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The minimum time that must be available to provide the conditional service phase when a call is issued for the phase.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain: quantity
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MinimumGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The minimum acceptable vehicle gap.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: quantity
Representation Class Term:
Value Domain: quantity
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_MinimumGreenLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The shortest green time of the phase. If a time setting control is designated as minimum green, the green time shall not be less than that setting. For a fully-actuated controller, the first timed portion of the green interval. It is set considering the number of waiting vehicles between the approach detector and

stopline.

Definition Source: FHWA Control Systems Glossary
Class Name: Phase
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: PHASE_MinimumInitialInterval_quantity
Descriptive Name Context: Traffic Simulation
Definition: Once an actuated phase is initiated, it must be in effect for some minimum initial interval regardless of competing CALLs for other phases. At the end of the minimum initial interval, the phase may be terminated if no detector actuations are registered for the current phase and a CALL is received for a subsequent phase. Otherwise, the current phase is extended until its Force-off Point is reached.

Definition Source: FHWA Control Systems Glossary
Class Name: Phase
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:

Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: PHASE_MinimumVehicleRecall_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies whether the minimum initial interval is recalled when there is no demand.

Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer

Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Recalled, 1=Not recalled

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_Number_number
Descriptive Name Context: Traffic Simulation
Definition: The phase number
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_Overlap_code
Descriptive Name Context: Traffic Simulation
Definition: This code designates whether this phase is one of phase pair defining an overlap.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=is one of a phase pair defining overlap, 1=is not one of a phase pair defining overlap.
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_PermissiveEndTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: During a permissive period, calls may be answered for phases other than the sync phases. Each permissive period has a Begin and End time.
Definition Source: FHWA Control Systems Glossary
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:

ASN1 Name: PHASE_PermissiveStartTime_quantity
ASN1 Data Type: float
Representation Class Term: Traffic Simulation
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_PermissiveStartTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: During a permissive period, calls may be answered for phases other than the sync phases. Each permissive period has a Begin and End time.
Definition Source: FHWA Control Systems Glossary
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name: PHASE_PermissiveStartTime_quantity
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RedEnd_quantity
Descriptive Name Context: Traffic Simulation
Definition: The end time for the red part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name: PHASE_RedEnd_quantity
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RedLock_code
Descriptive Name Context: Traffic Simulation
Definition: When red lock is active the controller begins accumulating vehicle actuation for the phase to be used in the calculation of variable initial timing during only the

Definition Source: red portion of the phase.
Class Name: CORSIM Record 47
Keywords: Phase
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Set, 1=Not set
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RedRevertTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The minimum time that red must be displayed after a yellow.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RedStart_quantity
Descriptive Name Context: Traffic Simulation
Definition: The start time of the red part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_ReductionTime_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time over which the initial extension (gap) time will be reduced to a lesser value.
Definition Source: Actuated Controllers in TRAF, 6
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RestInRed_code
Descriptive Name Context: Traffic Simulation
Definition: This code designates if the controller is allowed to rest in red when there is no demand.
Definition Source: CORSIM Record 47
Class Name: Phaxe
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Allowed, 1=Not Allowed
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_RightTurnOnRed_code
Descriptive Name Context: Traffic Simulation
Definition: Whether a vehicle desiring to turn right at an intersection may do so or not when the light is red. See PHASE_RightTurnControlType_code in TMDD.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=rto allowed, 1=rto prohibited

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_SimultaneousGapOut_code
Descriptive Name Context: Traffic Simulation
Definition: This code specifies whether both rings in a dual ring controller must cross the barrier at the same time.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Does, 1=Does not
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_TimeBeforeReduction_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time from the beginning of the approach phase green until the extension (gap) time starts to be reduced (gap reduction) to some lesser value.
Definition Source: Actuated Controllers in TRAF, 6
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_TotalLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The total length of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_VehicleExtensionTime_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The time needed for a vehicle to traverse the distance from the detector to the stop line.
 Definition Source: Actuated Controllers in TRAF, 5
 Class Name: Phase
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_WalkClearanceLength_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The time it takes for a pedestrian to travel the distance from curb line to curb line.
 Definition Source: Actuated Controllers in TRAF, 6
 Class Name: Phase
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_WalkLength_quantity
Descriptive Name Context: Traffic Simulation
 Definition: A traffic phase allocated to pedestrian traffic which may provide a right-of-way indication either concurrently with one or more vehicular phases, or to the

Definition Source: FHWA Control Systems Glossary
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_YellowEnd_quantity
Descriptive Name Context: Traffic Simulation
Definition: The end time for the yellow part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: PHASE_YellowLock_code
Descriptive Name Context: Traffic Simulation
Definition: If this memory lock toggle is “on” vehicle actuation which occur during the yellow and red display of the signal phase are accumulated and remembered in the controller and used in the variable initial calculation and/or to call the phase for service.
Definition Source: CORSIM Record 47
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=Set, 1=Not set
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: PHASE_YellowStart_quantity
Descriptive Name Context: Traffic Simulation
Definition: The start time of the yellow part of the phase.
Definition Source: CORSIM
Class Name: Phase
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RAIL
Descriptive Name Context: Traffic Simulation
Definition: A heavy vehicle traveling on rails involved in the transport of passengers and or freight on a for-hire, charter, or franchised transit basis.
Definition Source: HCM Implied
Class Name: Rail
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RAILROAD
Descriptive Name Context: Traffic Simulation
Definition: A road consisting of two steel rails.
Definition Source:
Class Name: Railroad
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:

Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RCTRL_Initialization_time
Descriptive Name Context: Traffic Simulation
Definition: Maximum initialization time prior to simulation.
Definition Source: CORSIM
Class Name: RCTRL
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Character, Numeric string
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: MM.mmmm
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RCTRL_InitializationPretimedSignalTransistion_code
Descriptive Name Context: Traffic Simulation
Definition: Timing plan transition codes.
Definition Source: CORSIM
Class Name: RCTRL
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range: 1=Immediate Transition, 2=Two-cycle Transition, 3=Three-cycle Transition
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RCTRL_InitializationRandomSeed_quantity
Descriptive Name Context: Traffic Simulation
Definition: Random number seed
Definition Source: CORSIM
Class Name: RCTRL
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float

Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: RCTRL_TimeIntervalDuration_time
Descriptive Name Context: Traffic Simulation
 Definition: Duration of the time interval.
Definition Source:
 Class Name: RCTRL
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Character, A8 string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout: SSSSSSS
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799For a time period, the sum of the interval durations should equal the time period duration.

Descriptive Name: RCTRL_TimeIntervalID_number
Descriptive Name Context: Traffic Simulation
 Definition: Time Interval Number
Definition Source:
 Class Name: RCTRL
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Number, I2 integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
 Remarks: Last Change 082799

Descriptive Name: RCTRL_TimePeriodDuration_time
Descriptive Name Context: Traffic Simulation
 Definition: Duration of the time period.
Definition Source:
 Class Name: RCTRL
 Keywords:

Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Character, A8 string
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: SSSSSSS
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RCTRL_TimePeriodID_number
Descriptive Name Context: Traffic Simulation
Definition: Time Period Number
Definition Source:
Class Name: RCTRL
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Number, I2 integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RECREATIONALTRAILER
Descriptive Name Context: Traffic Simulation
Definition: A non-motorized recreational vehicle that is towed by a motorized vehicle.
Definition Source:
Class Name: RecreationalTrailer
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: RECREATIONVEHICLE
Descriptive Name Context: Traffic Simulation
Definition: A vehicle whose primary purpose is recreation

Definition Source: RecreationVehicle
Class Name: RecreationVehicle
Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: REGULATORYSIGN
Descriptive Name Context: Traffic Simulation
Definition: Any sign used to control traffic or pedestrians.
Definition Source:
 Class Name: RegulatorySign
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: ROAD
Descriptive Name Context: Traffic Simulation
Definition: A collection of links, which may or may not be contiguous, sharing the same street name or highway number.
Definition Source:
 Class Name: Road
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SCENARIO
Descriptive Name Context: Traffic Simulation
Definition: A specific configuration of a simulation.
Definition Source:
 Class Name: Scenario
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SCENARIO_AgencyName_text
Descriptive Name Context: Traffic Simulation
Definition: The name of the agency creating this scenario.
Definition Source:
 Class Name: Scenario
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SCENARIO_CreationDate_date
Descriptive Name Context: Traffic Simulation
Definition: The scenario creation date.
Definition Source:
 Class Name: Scenario
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Character, A8 string
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout: MMDDYYYY
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: SCENARIO_SimulationID_number
Descriptive Name Context: Traffic Simulation
Definition: The ID number of the simulation.
Definition Source:
 Class Name: Scenario
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SCENARIO_UserName_text
Descriptive Name Context: Traffic Simulation
Definition: The name of the user creating this scenario.
Definition Source:
 Class Name: Scenario
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: string
Representation Class Term:
 Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SEGMENT
Descriptive Name Context: Traffic Simulation
Definition: A segment is layered on a link or opposing pair of links to provide more detailed geometric information for accurate microscopic simulation and graphical display.
Definition Source:
 Class Name: Segment
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SHOULDER
Descriptive Name Context: Traffic Simulation
Definition: A non-driving lane attached to the right side of a road. It is generally intended as a relatively reliable area to leave the road.
Definition Source:
 Class Name: Shoulder
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SIGN
Descriptive Name Context: Traffic Simulation
Definition: An informational, directional or regulatory sign placed along a Segment.
(Contrasted with ControlSign, which is conceptually a type of Signal controlling an Intersection).
Definition Source:
 Class Name: Sign
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SIGNAL
Descriptive Name Context: Traffic Simulation
Definition: Any display that employs lights, motion or sound to control traffic or pedestrians.
Definition Source:
 Class Name: Signal

Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SIGNALHARDWARE
Descriptive Name Context: Traffic Simulation
Definition: Any of the hardware used for traffic signals.
Definition Source:
Class Name: SignalHardware
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SIGNALINTERVAL
Descriptive Name Context: Traffic Simulation
Definition: The permissive time interval given to each approach of a fixed time controlled intersection.
Definition Source:
Class Name: SignalInterval
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SIGNALINTERVAL_ControlCode_code

Descriptive Name Context: Traffic Simulation
Definition: The control code for a signal interval for an approach to an intersection.
Definition Source: CORSIM
Class Name: SignalInterval
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799Multiple instantiations

Descriptive Name: SIGNALINTERVAL_Duration_quantity
Descriptive Name Context: Traffic Simulation
Definition: The duration of a fixed time controller signal interval
Definition Source: CORSIM
Class Name: SignalInterval
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout: SSSS.ssss
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799Multiple instantiations

Descriptive Name: SIGNALPEDESTRIAN
Descriptive Name Context: Traffic Simulation
Definition: An intersection control signal used to control pedestrian movement.
Definition Source:
Class Name: SignalPedestrian
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: SINGLEUNITTRUCK
Descriptive Name Context: Traffic Simulation
Definition: A truck whose cab (tractor) and load bed (trailer) comprise a single entity.
Definition Source:
 Class Name: SingleUnitTruck
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: SURVEILLANCE
Descriptive Name Context: Traffic Simulation
Definition: Any procedure or system used to monitor traffic.
Definition Source:
 Class Name: Surveillance
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN
Descriptive Name Context: Traffic Simulation
Definition: The timing plan for a fixed time controller.
Definition Source:
 Class Name: TimingPlan
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_ConditionalService_code
Descriptive Name Context: Traffic Simulation
Definition: This code determines if a left turn phase can be serviced twice during the controllers background cycle length if the time remaining in the cycle is greater than a user specified time.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=enable, 1=disable
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_CoordinationLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time during phase 2 green before T0 that is allowed for system coordination.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_DualEntryOperation_code
Descriptive Name Context: Traffic Simulation
Definition: In dual ring operation, this code indicates if in the absence of a call on a compatible phase in the opposite ring if the partner phase will also display green.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:

Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=enable, 1=disable
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_LastCarPassage_code
Descriptive Name Context: Traffic Simulation
 Definition: This code determines that if gap reduction has been initiated and the phase gaps-out, the last vehicle crossing the detector before the gap-out will receive the initial or full extension time.
 Definition Source: Actuated Controllers in TRAF, 6
 Class Name: TimingPlan
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=enable, 1=disable
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_LocalCycleLength_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The length of one timing cycle for a controller.
 Definition Source: Actuated Controllers in TRAF
 Class Name: Timingplan
 Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_LocalT0_quantity

Descriptive Name Context: Traffic Simulation
Definition: The time of T0 in system time.
Definition Source: Actuated Controllers in TRAF
Class Name: Timingplan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_MinimumGap_quantity
Descriptive Name Context: Traffic Simulation
Definition: The minimum acceptable gap allowed.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_Node_number
Descriptive Name Context: Traffic Simulation
Definition: The node/intersection identifier for the timing plan.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=immediate, 1=two-cycle, 2=three-cycle
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_Offset_quantity
Descriptive Name Context: Traffic Simulation
Definition: The time relationship expressed in seconds or percent of cycle length, determined by the difference between a defined interval portion of the coordinated phase green and a system reference point.
Definition Source: FHWA Control Systems Glossary
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_SimultaneousGapOut_code
Descriptive Name Context: Traffic Simulation
Definition: In dual ring operation, this code determines if the controller will service another phase if both active phases are not in gap-out or max-out mode.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=enable, 1=disable
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_SystemCycleLength_quantity
Descriptive Name Context: Traffic Simulation
Definition: The background cycle length. The time from the beginning of main street green through all the phases back to the beginning of main street green.
Definition Source: Actuated Controllers in TRAF
Class Name: Timingplan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_Transition_code
Descriptive Name Context: Traffic Simulation
Definition: The timing plan transition type for a fixed time controller.
Definition Source: Actuated Controllers in TRAF
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=immediate, 1=two-cycle, 2=three-cycle
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_YieldInterval_quantity
Descriptive Name Context: Traffic Simulation
Definition: This is the only period of time during the cycle when phase 1 may be terminated.
Definition Source: FHWA Control Systems Glossary
Class Name: TimingPlan
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TIMINGPLAN_YieldPoint_quantity
Descriptive Name Context: Traffic Simulation
Definition: The Yield Point begins a period of time known as the Yield Interval. This is the only period of time during the cycle when phase 1 may be terminated.
Definition Source: FHWA Control Systems Glossary
Class Name: TimingPlan
Keywords:
Related Data Concept:

Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_AcceptableThreshold_quantity
Descriptive Name Context: Traffic Simulation
Definition: The assignment process terminates when the maximum number of iterations is reached, or when the relative change of the objective function between two successive iterations is less or equal to the threshold value (Epsilon), whichever occurs first.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_AccuracyThreshold_quantity
Descriptive Name Context: Traffic Simulation
Definition: The line-search accuracy threshold.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_AllOrNothingPercentage_quantity

Descriptive Name Context: Traffic Simulation
Definition: Percentage of the impedances produced by an all-or-nothing network loading that will be incorporated in the first assignment iteration.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_CapacityIterations_number
Descriptive Name Context: Traffic Simulation
Definition: Number of capacity iterations to be applied.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_CapacitySmoothingPercentage_quantity
Descriptive Name Context: Traffic Simulation
Definition: Capacity smoothing factor to be applied if more than one capacity adjustment iteration is requested.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_DavidsonRatio_quantity
Descriptive Name Context: Traffic Simulation
Definition: Ratio of the service discharge rate to the saturation rate.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_ID_number
Descriptive Name Context: Traffic Simulation
Definition: This will uniquely identify a set of assignment parameters.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_ImpedanceFunction_code
Descriptive Name Context: Traffic Simulation
Definition: This code identifies the impedance function used.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=FHWA impedance function, 1=Modified Davidson impedance function,

2=other function

Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_MaximumIterations_number
Descriptive Name Context: Traffic Simulation
Definition: The assignment process terminates when the maximum number of iterations is reached, or when the relative change of the objective function between two successive iterations is less or equal to the threshold value (Epsilon), whichever occurs first.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_OptimalityType_code
Descriptive Name Context: Traffic Simulation
Definition: This code identifies which optimazation to use.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List: 0=User's optimal assignment, 1=System's optimal assignment
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_ParameterA_quantity
Descriptive Name Context: Traffic Simulation
Definition: This item assumes the CORSIM assignment function. The first parameter for the impedance function.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:

Related Data Concept: TRAFFICASSIGNMENT_ParameterB_quantity
Relationship Type: Traffic Simulation
ASN1 Name: TRAFFICASSIGNMENT_ParameterB_quantity
ASN1 Data Type: float
Representation Class Term: TRAFFICASSIGNMENT_ParameterB_quantity
Value Domain: float
Valid Value Range: float
Valid Value List: float
Valid Value Rule: float
Internal Representation Layout: TRAFFICASSIGNMENT_ParameterB_quantity
Internal Layout Maximum Size: 1
Internal Layout Minimum Size: 1
Remarks: Last Change 082799

Descriptive Name: TRAFFICASSIGNMENT_ParameterB_quantity
Descriptive Name Context: Traffic Simulation
Definition: This item assumes the CORSIM assignment function. The second parameter for the impedance function.
Definition Source: CORSIM Record 175
Class Name: TrafficAssignment
Keywords:
Related Data Concept: TRAFFICASSIGNMENT_ParameterB_quantity
Relationship Type: Traffic Simulation
ASN1 Name: TRAFFICASSIGNMENT_ParameterB_quantity
ASN1 Data Type: float
Representation Class Term: TRAFFICASSIGNMENT_ParameterB_quantity
Value Domain: float
Valid Value Range: float
Valid Value List: float
Valid Value Rule: float
Internal Representation Layout: TRAFFICASSIGNMENT_ParameterB_quantity
Internal Layout Maximum Size: 1
Internal Layout Minimum Size: 1
Remarks: Last Change 082799

Descriptive Name: TRAFFICCONTROL
Descriptive Name Context: Traffic Simulation
Definition: Any signal device used to control traffic.
Definition Source: TrafficControl
Class Name: TrafficControl
Keywords:
Related Data Concept: TRAFFICCONTROL
Relationship Type: Traffic Simulation
ASN1 Name: TRAFFICCONTROL
ASN1 Data Type: float
Representation Class Term: TRAFFICCONTROL
Value Domain: float
Valid Value Range: float
Valid Value List: float
Valid Value Rule: float
Internal Representation Layout: TRAFFICCONTROL
Internal Layout Maximum Size: 1
Internal Layout Minimum Size: 1
Remarks: Last Change 082799

Descriptive Name: TRANSIT
Descriptive Name Context: Traffic Simulation

Definition: Public Transportation
Definition Source:
 Class Name: Transit
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSIT_DwellTimePercentage_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The factor by which the mean dwell time is multiplied to compute the actual dwell time that the transit unit spends servicing passenger at an individual stop.
 Definition Source: CORSIM Record 150
 Class Name: Transit
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_DownstreamNode_number
Descriptive Name Context: Traffic Simulation
 Definition: The downstream node number.
 Definition Source: CORSIM Record 187
 Class Name: TransitRoute
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_ID_number
Descriptive Name Context: Traffic Simulation
Definition: This number uniquely identifies the transit route.
Definition Source: CORSIM Record 187
Class Name: TransitRoute
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_MeanHeadway_quantity
Descriptive Name Context: Traffic Simulation
Definition: The mean headway between transit vehicles on this route.
Definition Source: CORSIM Record 189
Class Name: TransitRoute
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_Offset_quantity
Descriptive Name Context: Traffic Simulation
Definition: An offset time at which a transit vehicle is emitted onto the route.
Definition Source: CORSIM Record 188
Class Name: TransitRoute
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:

Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_StationID_number
Descriptive Name Context: Traffic Simulation
Definition: The transit route station ID.
Definition Source: CORSIM Record 188
Class Name: Transit Route
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITROUTE_UpstreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The upstream node number.
Definition Source: CORSIM Record 187
Class Name: TransitRoute
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: Integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_Distance_quantity
Descriptive Name Context: Traffic Simulation
Definition: The distance from the downstream end of the transit stop to the downstream stop bar.
Definition Source: CORSIM Record 185
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_DownstreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The nearest downstream node number.
Definition Source: CORSIM Record 185
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_ID_number
Descriptive Name Context: Traffic Simulation
Definition: This number uniquely identifies the transit station.
Definition Source: CORSIM Record 185
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_MaximumTransitVehicles_number
Descriptive Name Context: Traffic Simulation
Definition: The maximum number of transit vehicles the station can hold at one time.
Definition Source: CORSIM Record 185
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_MeanDwellTime_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The mean dwell time for transit vehicles to load and unload passengers at this station.
 Definition Source: CORSIM Record 186
 Class Name: TransitStation
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_Protected_code
Descriptive Name Context: Traffic Simulation
 Definition: This code indicates whether the transit stop is protected or not. For example, the stop may be a turnout and does not block traffic.
 Definition Source: CORSIM Record 185
 Class Name: TransitStation
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: Integer
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List: 0=Protected, 1=Unprotected
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_ServicePercentage_quantity
Descriptive Name Context: Traffic Simulation
 Definition: Percentage of transit vehicles servicing this station that do not stop due to lack of demand.

Definition Source: CORSIM Record 186
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_Type_code
Descriptive Name Context: Traffic Simulation
Definition: This code identifies the transit station type.
Definition Source: CORSIM Record 150
Class Name: Transit
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRANSITSTATION_UpstreamNode_number
Descriptive Name Context: Traffic Simulation
Definition: The nearest upstream node number.
Definition Source: CORSIM Record 185
Class Name: TransitStation
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TRUCK
Descriptive Name Context: Traffic Simulation
Definition: A vehicle used to transport freight.
Definition Source:
 Class Name: Truck
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TWOLANEHIGHWAY
Descriptive Name Context: Traffic Simulation
Definition: A roadway having a two-lane cross section with one lane for each direction of flow, on which passing maneuvers must be made in the opposing lane.
Definition Source:
 Class Name: TwoLaneHighway
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: TWOWAYLEFTTURNLANE
Descriptive Name Context: Traffic Simulation
Definition: The center lane on a three-lane or multilane highway which is used continuously for vehicles turning left in either direction of flow at midblock locations.
Definition Source:
 Class Name: TwoWayLeftTurnLane
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:

Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: USER
Descriptive Name Context: Traffic Simulation
Definition: Any driver, passenger or pedestrian who uses a road.
Definition Source:
 Class Name: User
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VARIABLEDISPLAY
Descriptive Name Context: Traffic Simulation
Definition: A type of display hardware which can change in response to changing conditions on the road. An example would be changeable message signs.
Definition Source:
 Class Name: VariableDisplay
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE
Descriptive Name Context: Traffic Simulation
Definition: Any powered device used to convey passengers or freight on a road.
Definition Source:
 Class Name: Vehicle
 Keywords:
Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type:
Representation Class Term:
 Value Domain:

Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_Acceleration_quantity
Descriptive Name Context: Traffic Simulation
Definition: The acceleration of a vehicle at a given instant.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_AccelerationMaximum_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum acceleration of a vehicle on a level road.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_DecelerationMaximum_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum deceleration allowed on level grade and dry pavement.
Definition Source: CORSIM Record 71
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:

ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_Height_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The height of a vehicle.
 Definition Source: CORSIM
 Class Name: Vehicle
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_Length_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The length of a vehicle.
 Definition Source: CORSIM
 Class Name: Vehicle
 Keywords:
 Related Data Concept:
 Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_LoadWeight_quantity
Descriptive Name Context: Traffic Simulation
 Definition: The weight of cargo and occupants carried by a vehicle.
 Definition Source: CORSIM
 Class Name: Vehicle
 Keywords:

Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_LoadWeightMaximumRecommended_quantity
Descriptive Name Context: Traffic Simulation
Definition: The recommended maximum cargo weight for a vehicle.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_NonEmergencyMaximumDeceleration_quantity
Descriptive Name Context: Traffic Simulation
Definition: The largest value of deceleration that is allowed for car following.
Definition Source: CORSIM Record 70
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
 ASN1 Name:
 ASN1 Data Type: float
Representation Class Term:
 Value Domain:
 Valid Value Range:
 Valid Value List:
 Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_Occupancy_quantity
Descriptive Name Context: Traffic Simulation
Definition: The number of people, including the driver, inside a vehicle.

Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_OccupancyMaximum_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum number of people, including the driver, that should be carried in a particular vehicle.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: integer
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_PowerMaximum_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum power produced by a vehicle's engine.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_ProjectedFrontalArea_quantity
Descriptive Name Context: Traffic Simulation
Definition: The area of a vehicle's silhouette projected onto a vertical plane in front of the vehicle. (Influences drag characteristics.)
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_Speed_quantity
Descriptive Name Context: Traffic Simulation
Definition: The speed of a vehicle at a given instant.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Descriptive Name: VEHICLE_SpeedMaximum_quantity
Descriptive Name Context: Traffic Simulation
Definition: The maximum speed of a vehicle on a level road.
Definition Source: CORSIM
Class Name: Vehicle
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type: float
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: VEHICLE_Type_code

Descriptive Name Context: Traffic Simulation

Definition: This code identifies the vehicle type.

Definition Source: AASHTO

Class Name: Vehicle

Keywords:

Related Data Concept:

Relationship Type:

ASN1 Name:

ASN1 Data Type: Integer

Representation Class Term:

Value Domain:

Valid Value Range:

Valid Value List: 0=Passenger car, 1=Single unit truck, 2=single unit bus, 3=Articulated bus, 4=intermediate semitrailer truck, 5=large semitrailer truck, 6=double bottom semitrailer, 7=interstate 14.6m semitrailer, 8=interstate 16.2m semitrailer, 9=triple semitrailer, 10=turnpike double semitrailer, 11=RV motor home, 12=RV car and camper trailer, 13=RV car and boat trailer, 14=RV motor home and boat trailer

Valid Value Rule:

Internal Representation Layout:

Internal Layout Maximum Size:

Internal Layout Minimum Size:

Remarks: Last Change 082799

Descriptive Name: WARNINGSIGN
Descriptive Name Context: Traffic Simulation
Definition: Any sign used to warn motorists or pedestrian of a hazard or impediment to traffid
Definition Source: Traffic Engineering, McShane, et al
Class Name: WarningSign
Keywords:
Related Data Concept:
Relationship Type:
ASN1 Name:
ASN1 Data Type:
Representation Class Term:
Value Domain:
Valid Value Range:
Valid Value List:
Valid Value Rule:
Internal Representation Layout:
Internal Layout Maximum Size:
Internal Layout Minimum Size:
Remarks: Last Change 082799

Object Model

Unified Modeling Language

The object model is presented in this section by means of Unified Modeling Language (UML) class diagrams. A brief description of UML diagrams and terms is given in the appendix.

If the entire model were to be presented on a single page, with every class and relation drawn, the diagram would be too complex to be meaningful. Hence, each diagram is a filtered view intended to emphasize some aspect of the model. The diagrams are to the model as an architect's drawings are to a building – there may be a wiring diagram, a plumbing diagram, front and side elevations, perspective views, etc., all showing different aspects of the same building. Thus a class may appear in more than one diagram, perhaps showing different relations for the class, but each diagram is referring to the same class.

The first diagram presents the highest-level view of the object model. In this case, a very high level view of a generic traffic simulation. Since our interest is the Database Package, subsequent pages show different views related to the database.

Associated with each class are its attributes. Some classes have a few or no attributes while other classes have a large number of attributes. . There isn't enough room on a page sometimes to show the attributes. It's for this reason that some of the diagrams show the class attributes and others do not. However, the classes and attributes are listed with their definitions in the Class Dictionary table and Attribute Dictionary table following the diagrams. The classes and attributes can also be seen in the TSDD in the preceding section. The naming format is:

CLASSNAME_AttributeName_datatype or
“MOE”_ClassName_AttributeName_datatype or
“CLASSNAME”

Diagrams

The following is a list of the UML diagrams:

- Top Level – Generic Traffic Simulation
- Database Package
- Facilities Generalization
- Displays Generalization
- Vehicles Generalization
- Users Generalization
- Lane Generalization
- Event Generalization
- Surveillance Generalization
- Network Geometry View
- Fixed Time Controller View
- Actuated Controller View
- Vehicle View
- Driver View
- Transit View
- Application View
- Environment Subpackage

Figure 1 - Top Level

Top Level - Generic Traffic Simulation

Logical View

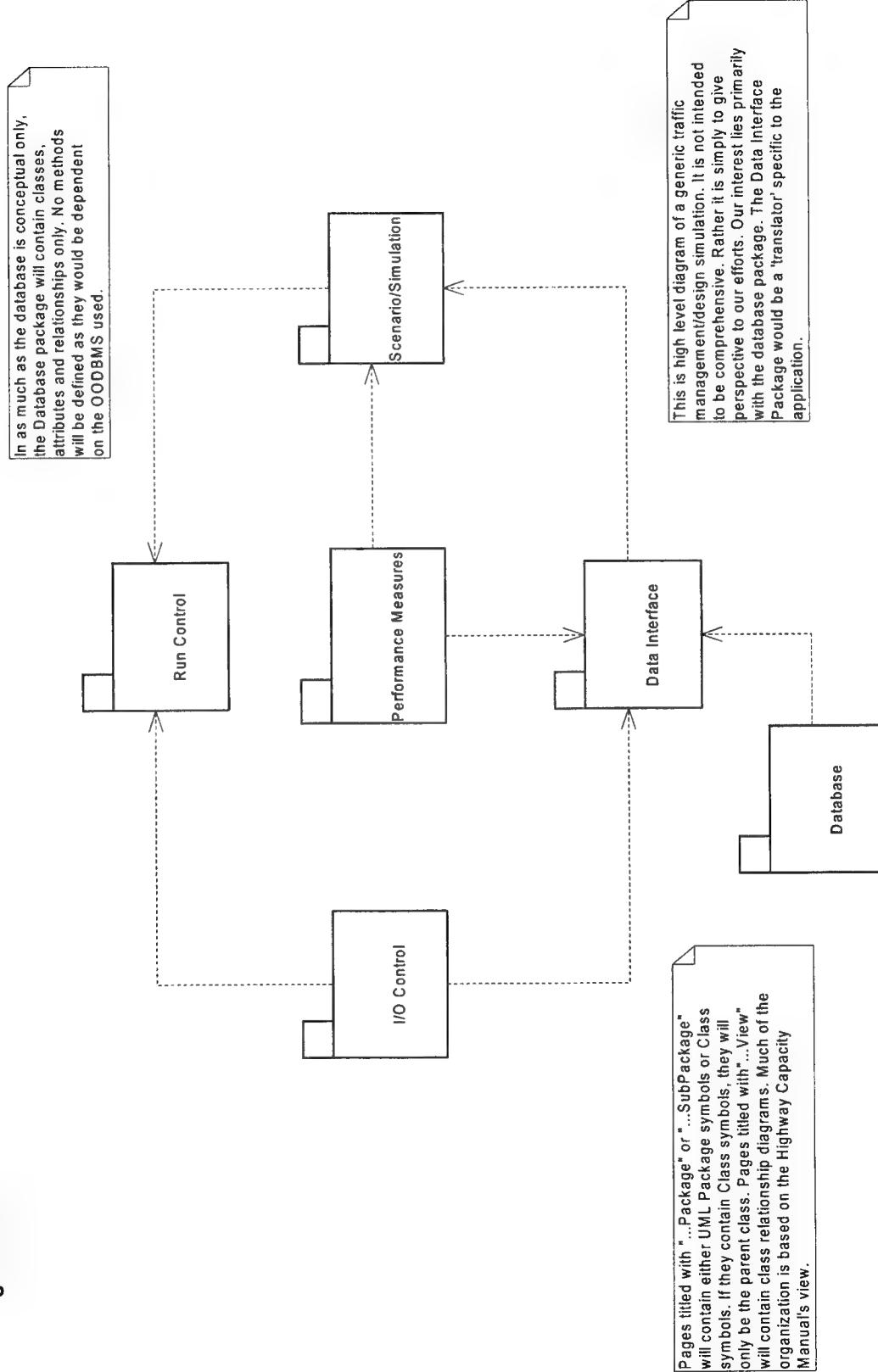


Figure 2 - Database Package

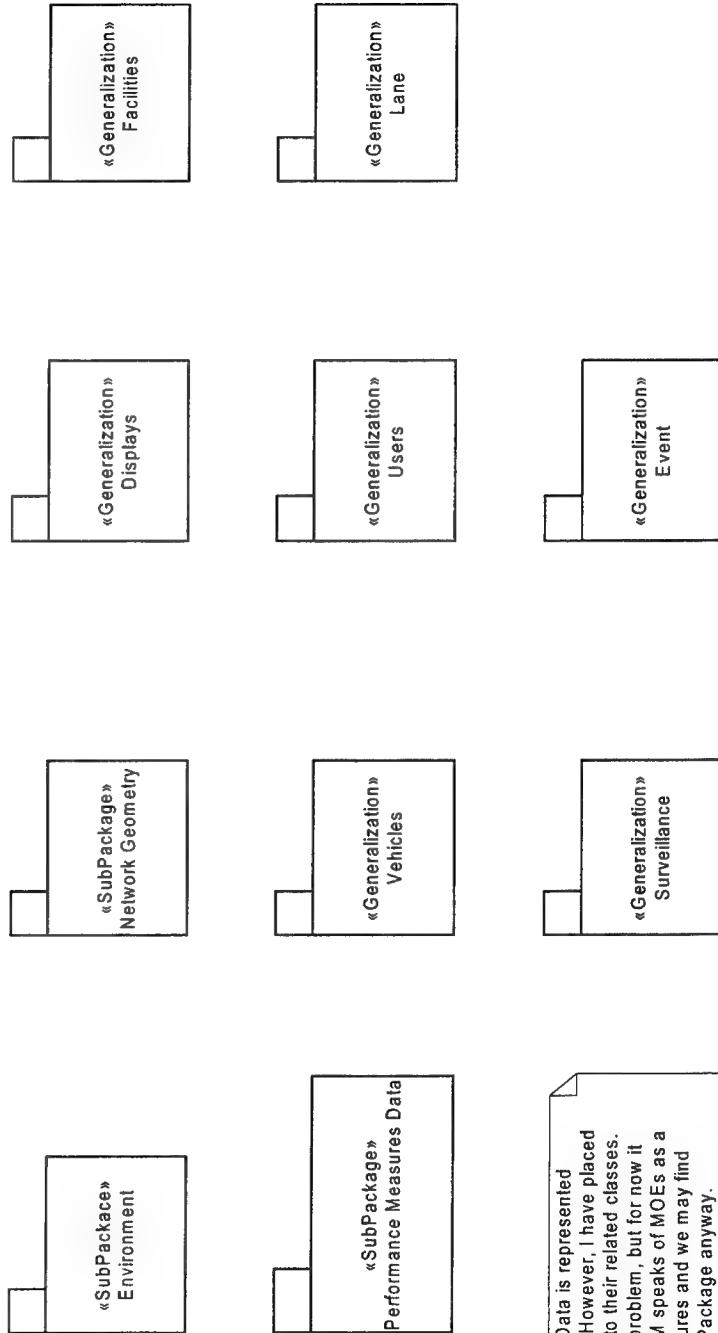
Database Package

The project requirements specify defining objects related to:

- Networks
- Signal Timings
- Traffic Volumes
- MOEs

And other similar categories. Additionally, the initial effort is to be aimed at Corsim terms. However, we still attempt to maintain a 'generic' point of view. Hence, some of the subpackages will be incomplete.

Some of the packages below are major and complex objects of any traffic simulation and they contain only a Generalization diagram. They are set apart for easy reference.



The Performance Measures Data is represented here as a separate package. However, I have placed the MOEs, as best I could, into their related classes. This may ultimately cause problems, but for now it seems the way to go. The HCM speaks of MOEs as a subset of Performance Measures and we may find a need to 'populate' this SubPackage anyway.

Figure 3 - Facilities Generalization

Database: Facilities Generalization

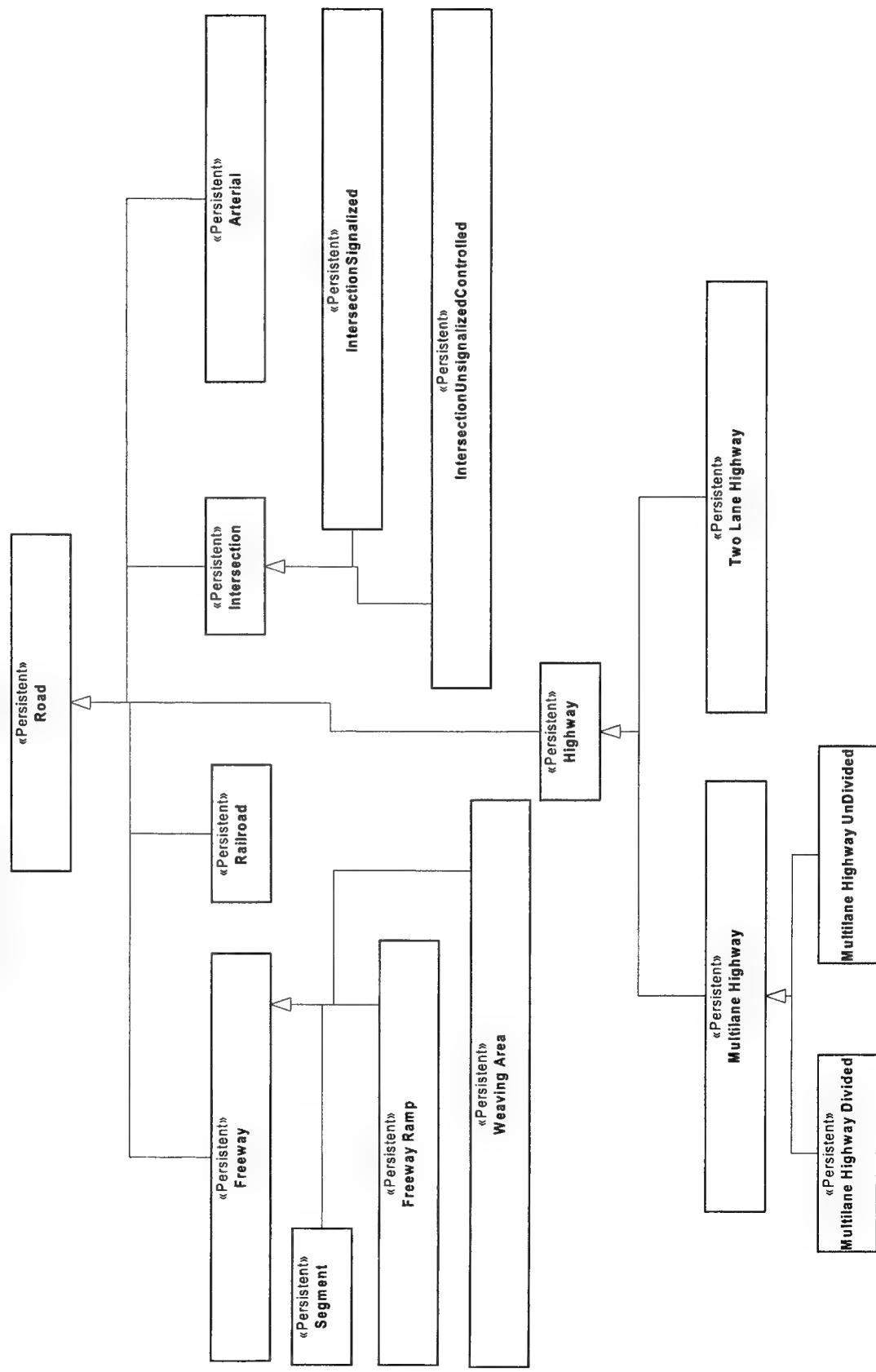


Figure 4 - Displays Generalization

Database: Displays Generalization

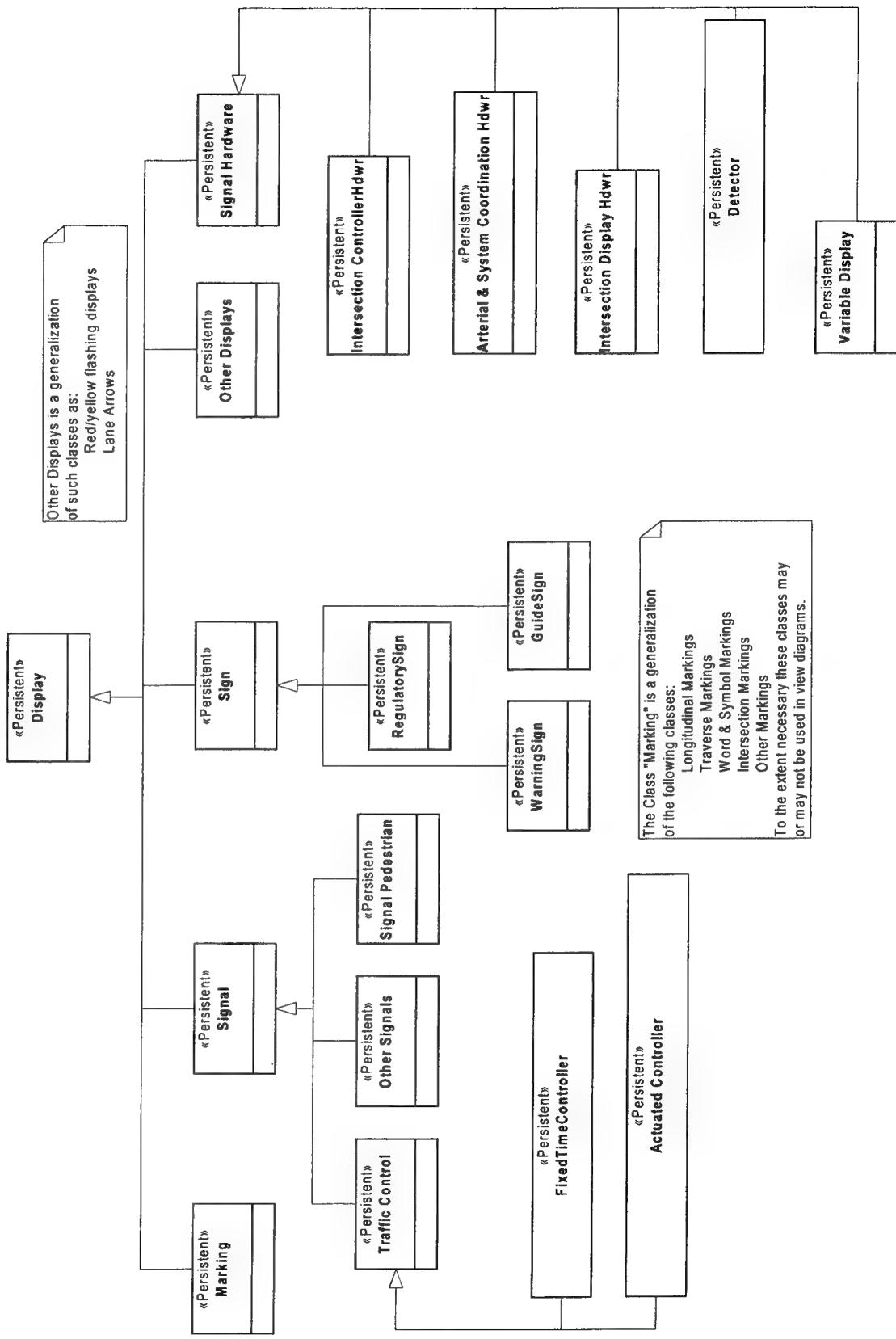


Figure 5 - Vehicles Generalization

Database: Vehicles Generalization

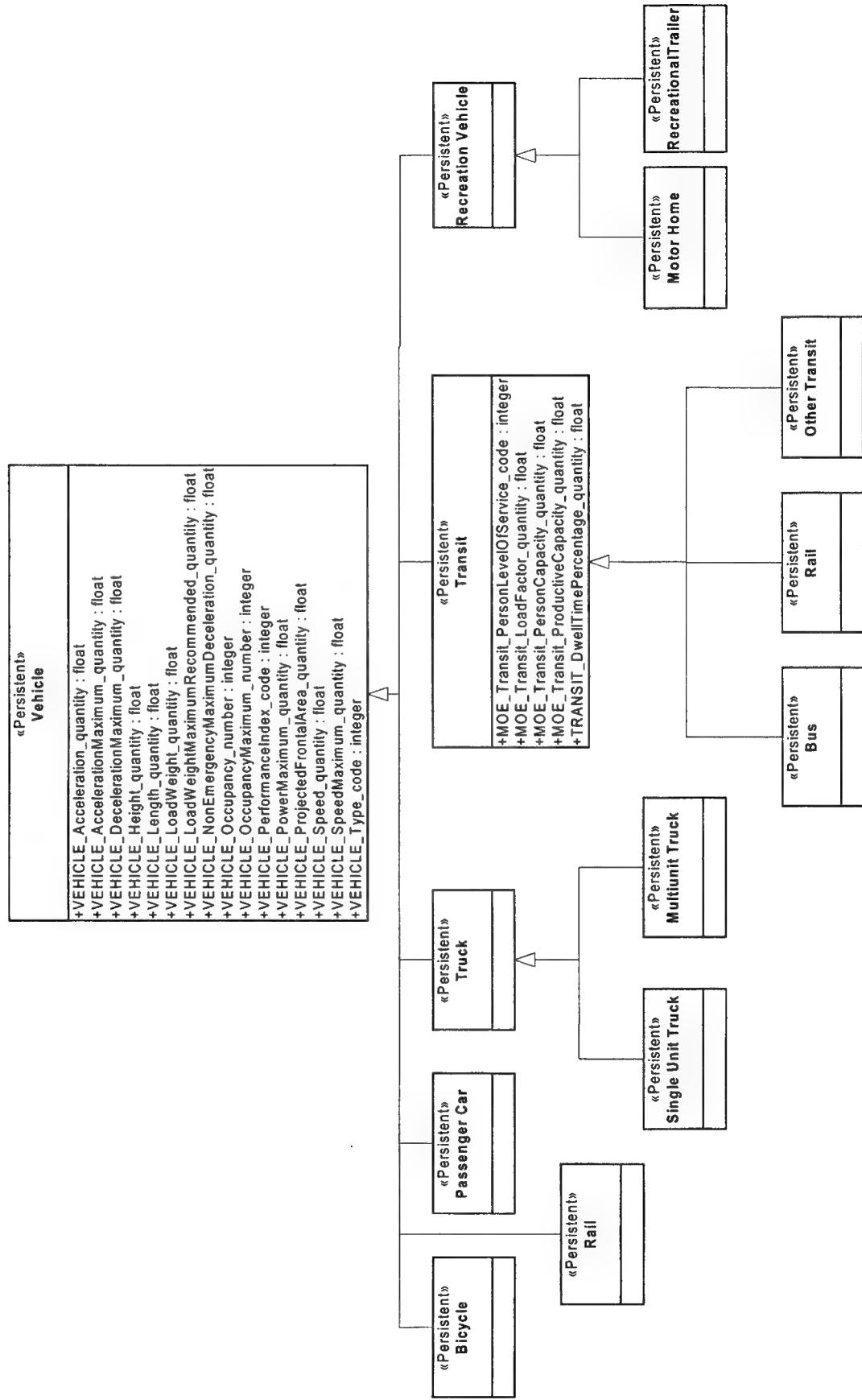


Figure 6 - Users Generalization

Database: Users Generalization

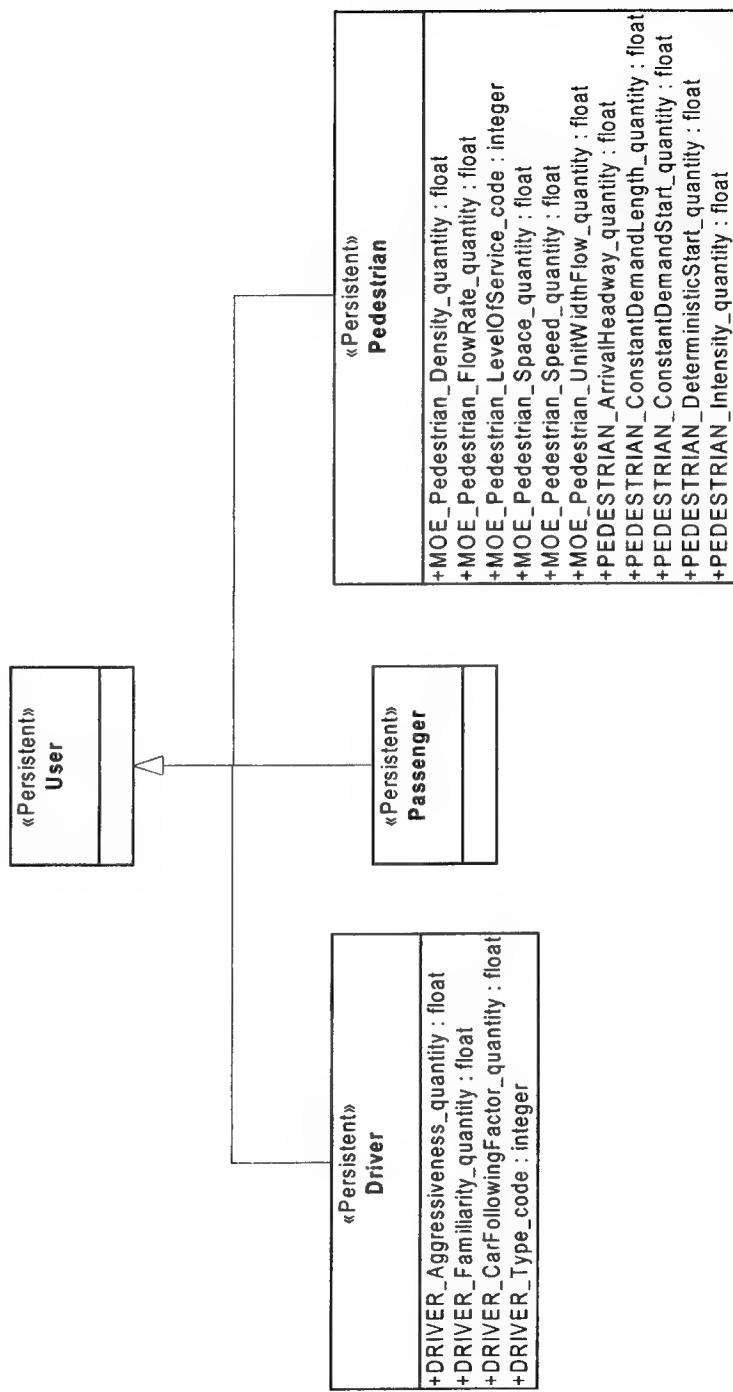


Figure 7 - Lanes Generalization

Database: Lane Generalization

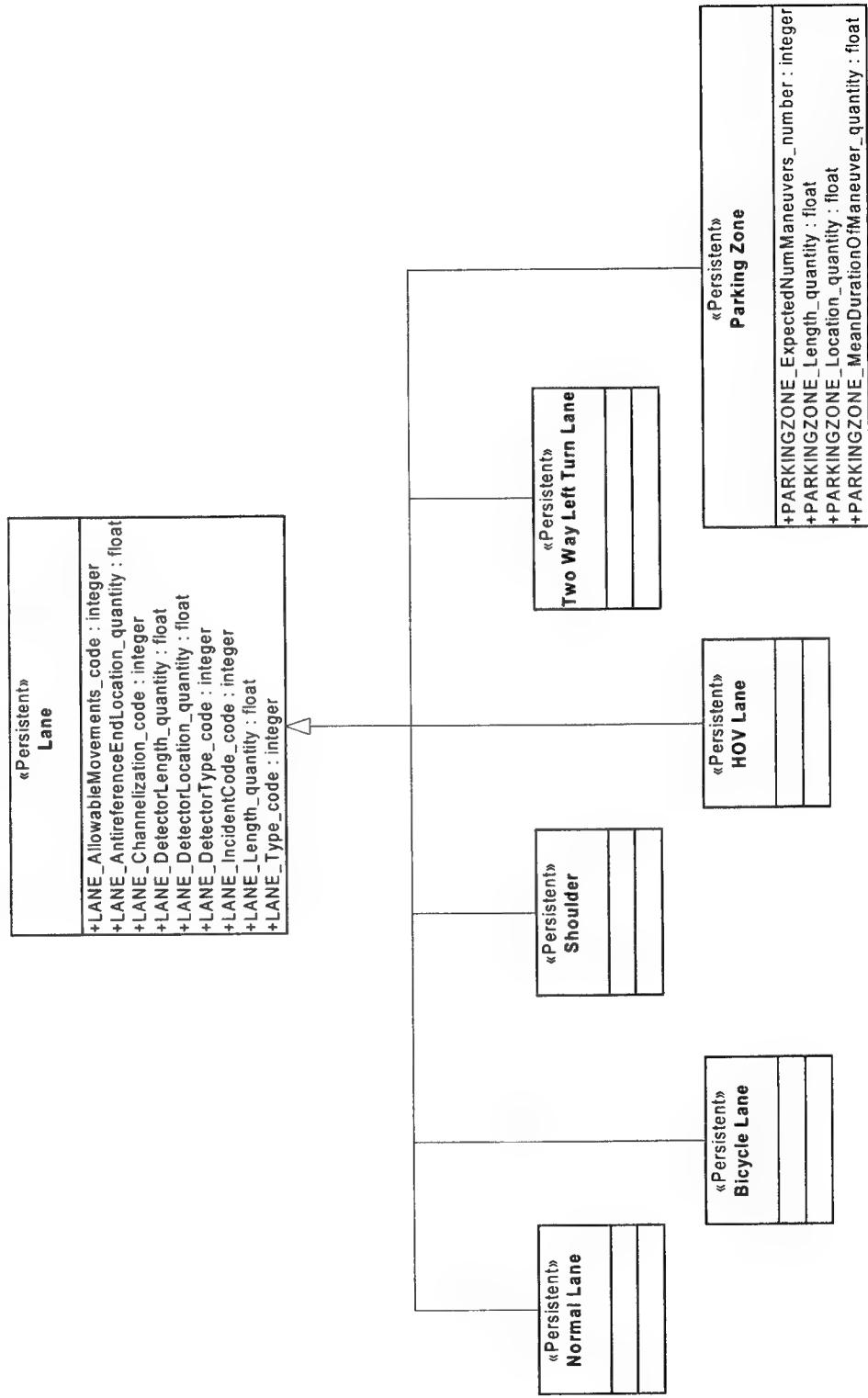


Figure 8 - Event Generalization

Database: Event Generalization

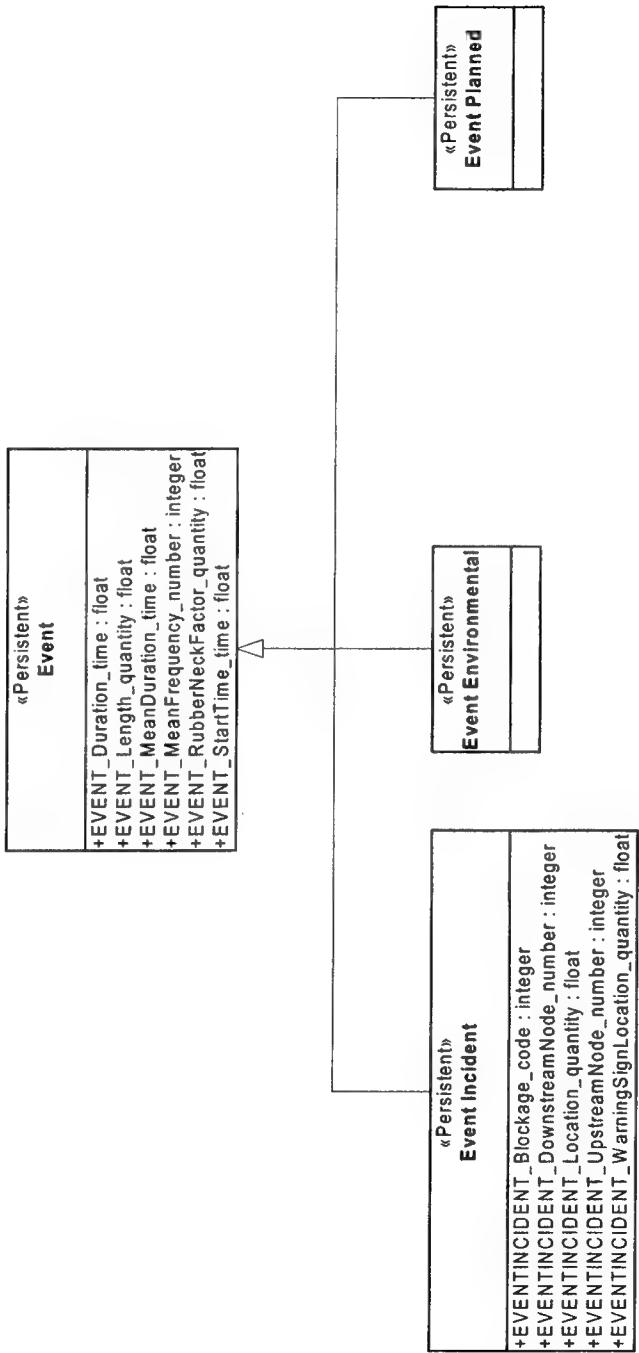


Figure 9 - Surveillance Generalization

Database: Surveillance Generalization

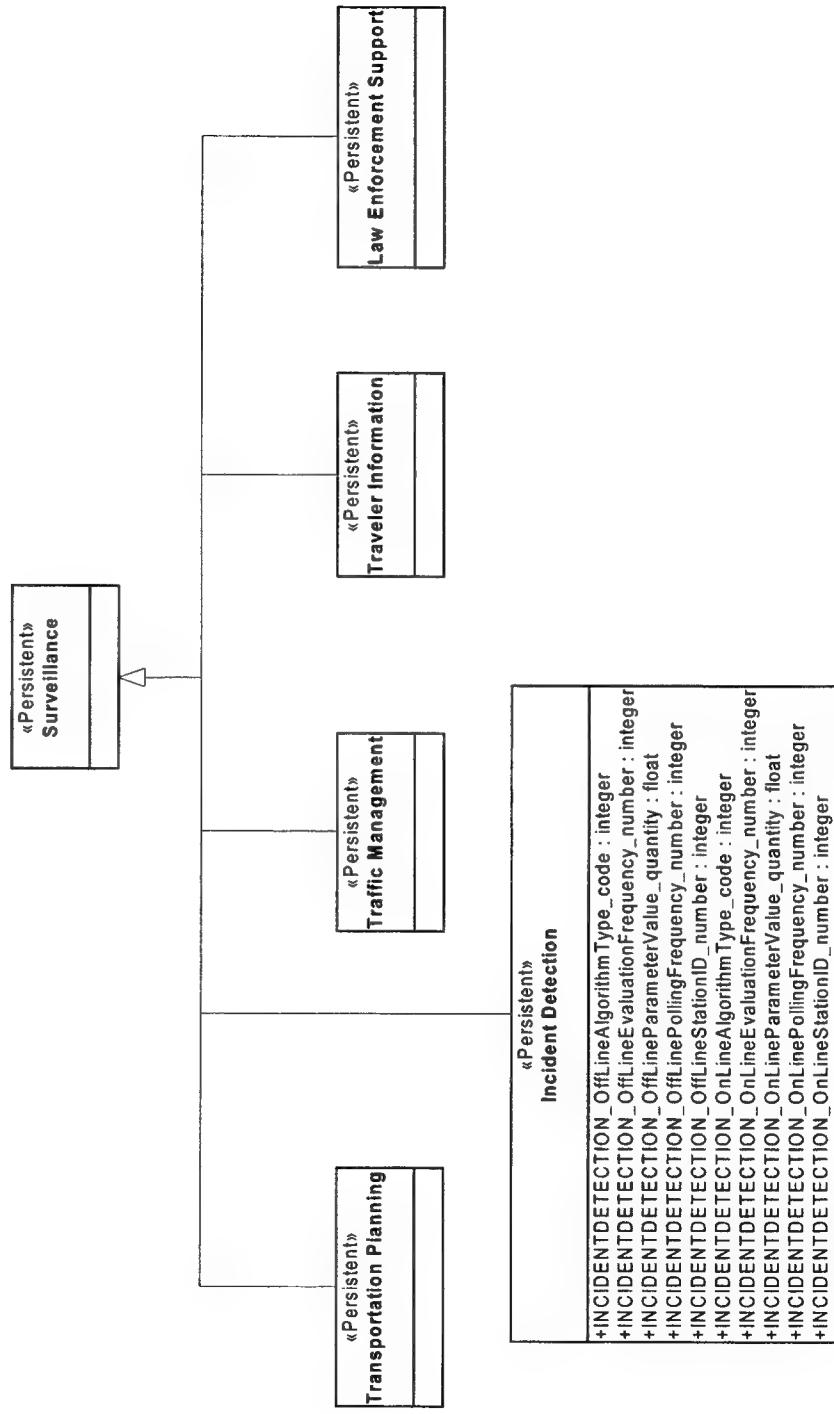


Figure 10 - Network Geometry View

Database: Network Geometry View

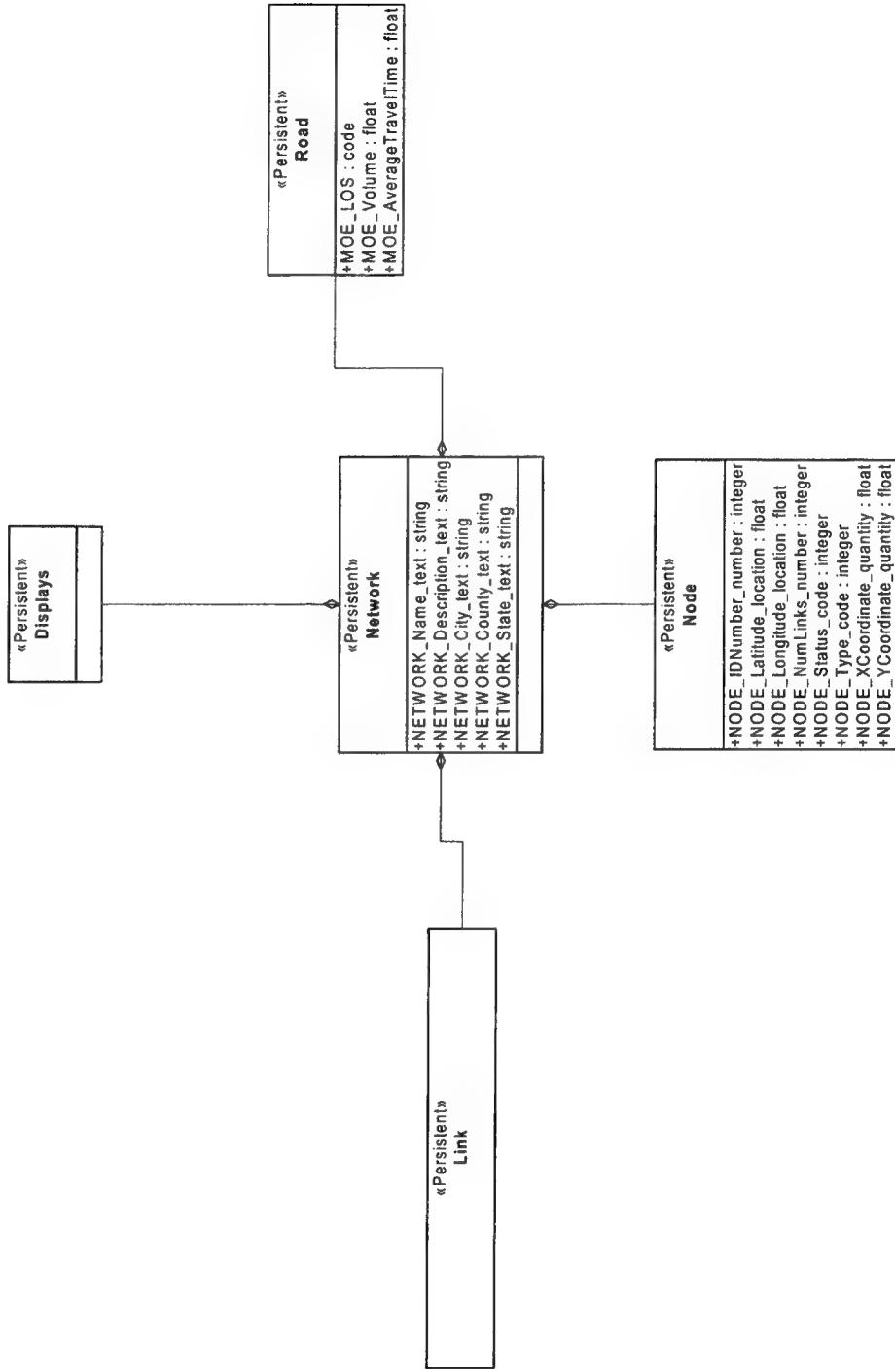


Figure 11 - Fixed Time Controller View

Database: Fixed Time Controller View

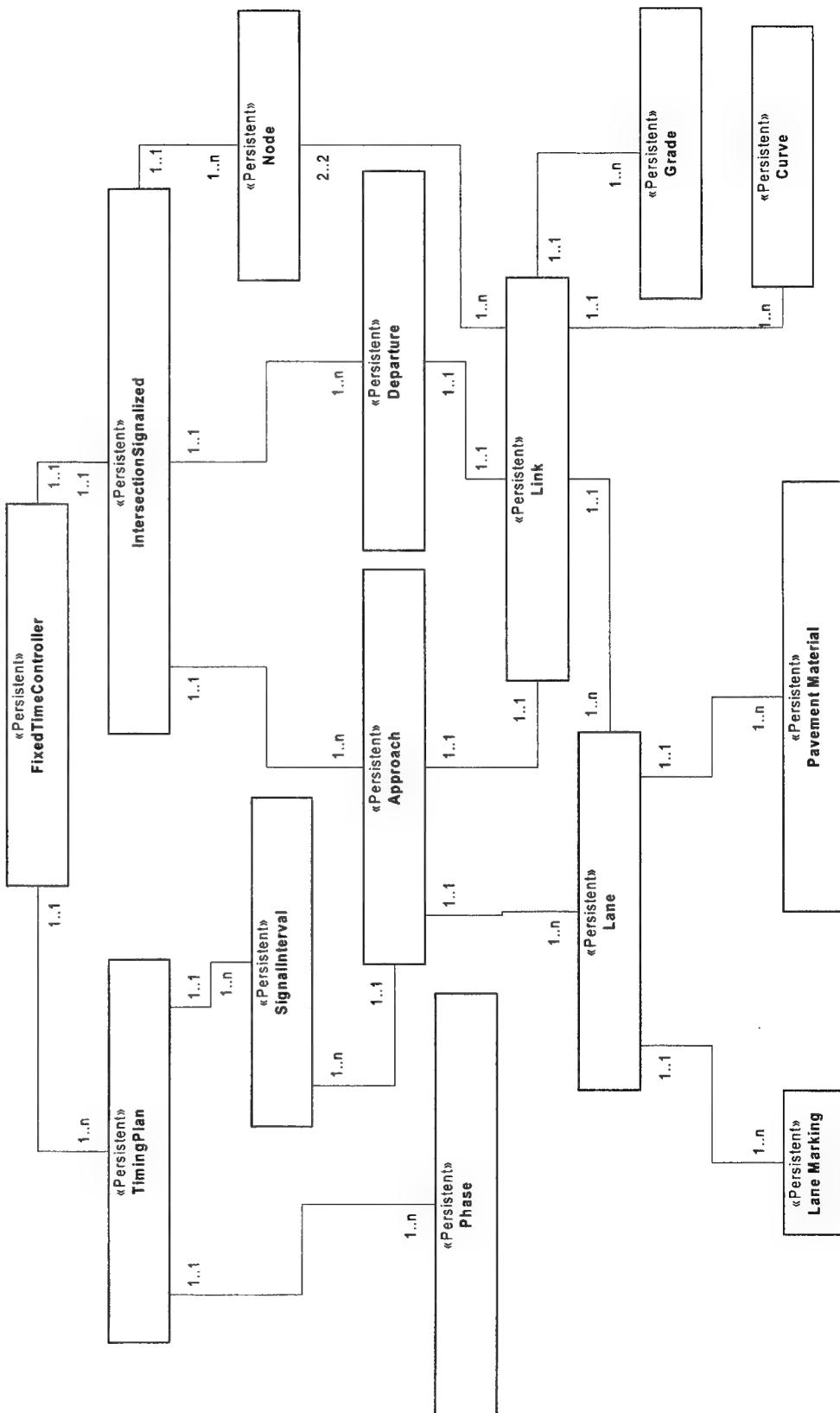


Figure 12 - Actuated Controller View

Database: Actuated Controller View

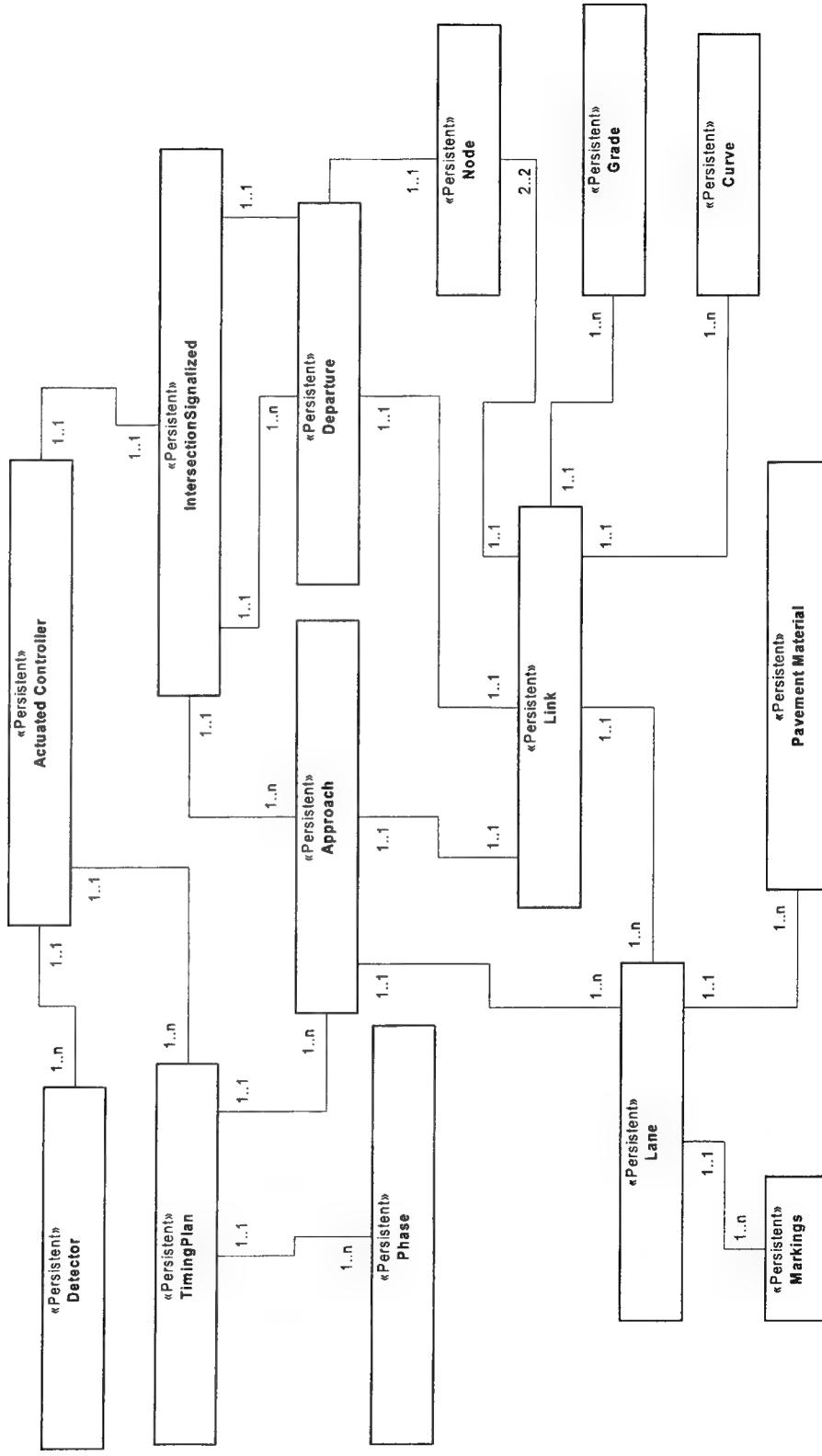


Figure 13 - Vehicle View

Database: Vehicle View

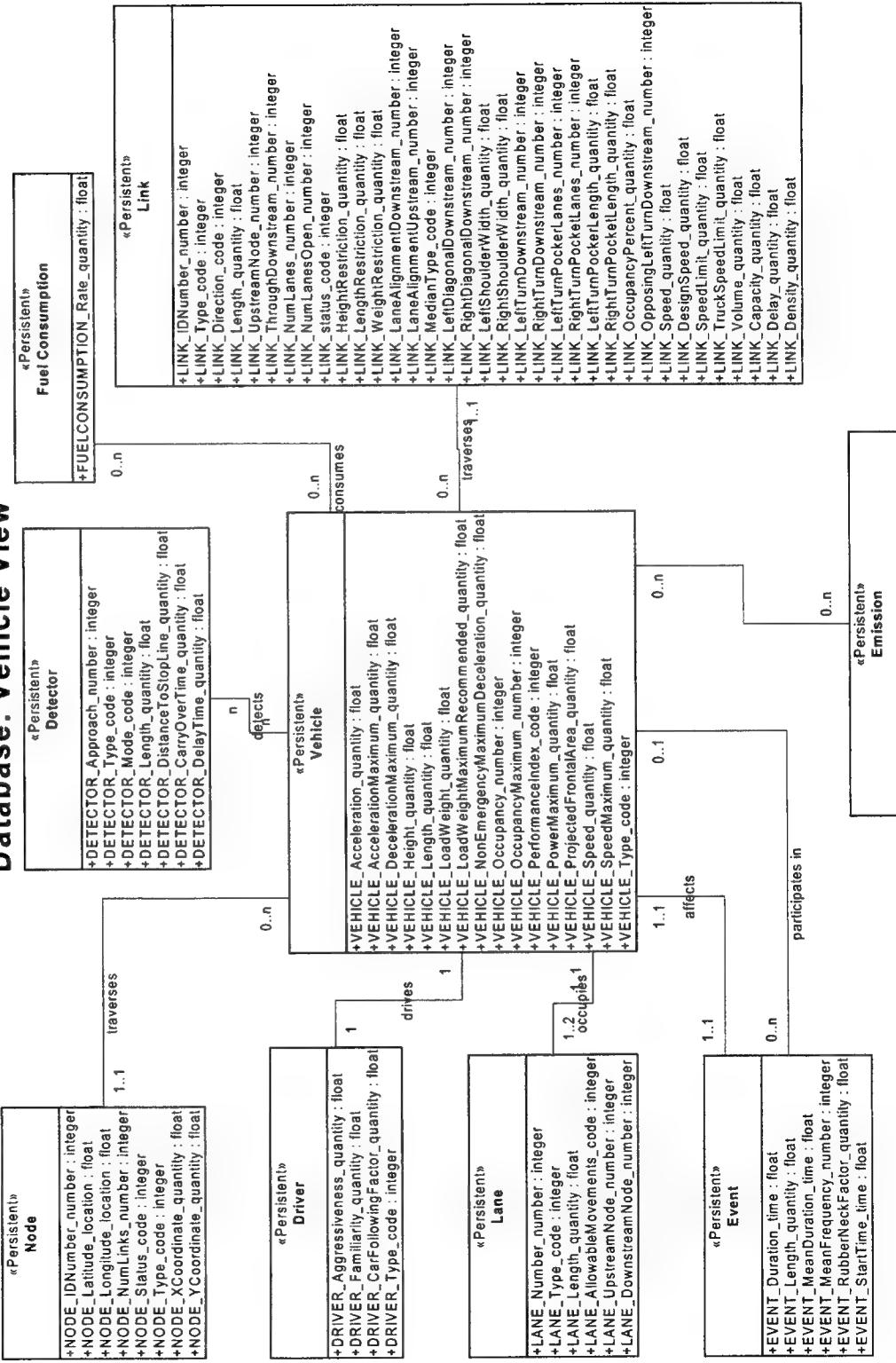


Figure 14 - Driver View

Database: Driver View

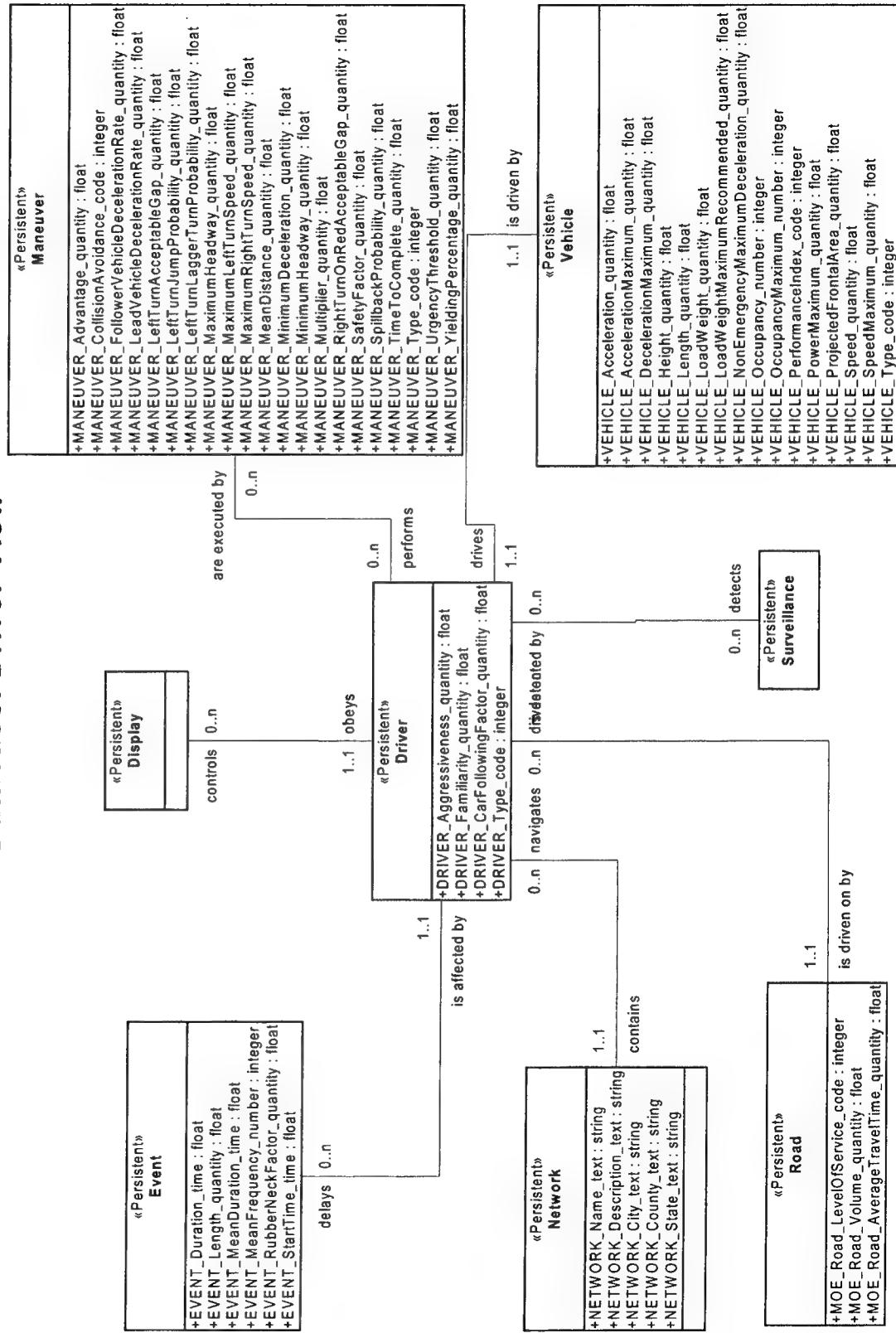


Figure 15 - Transit View

Database: Transit View

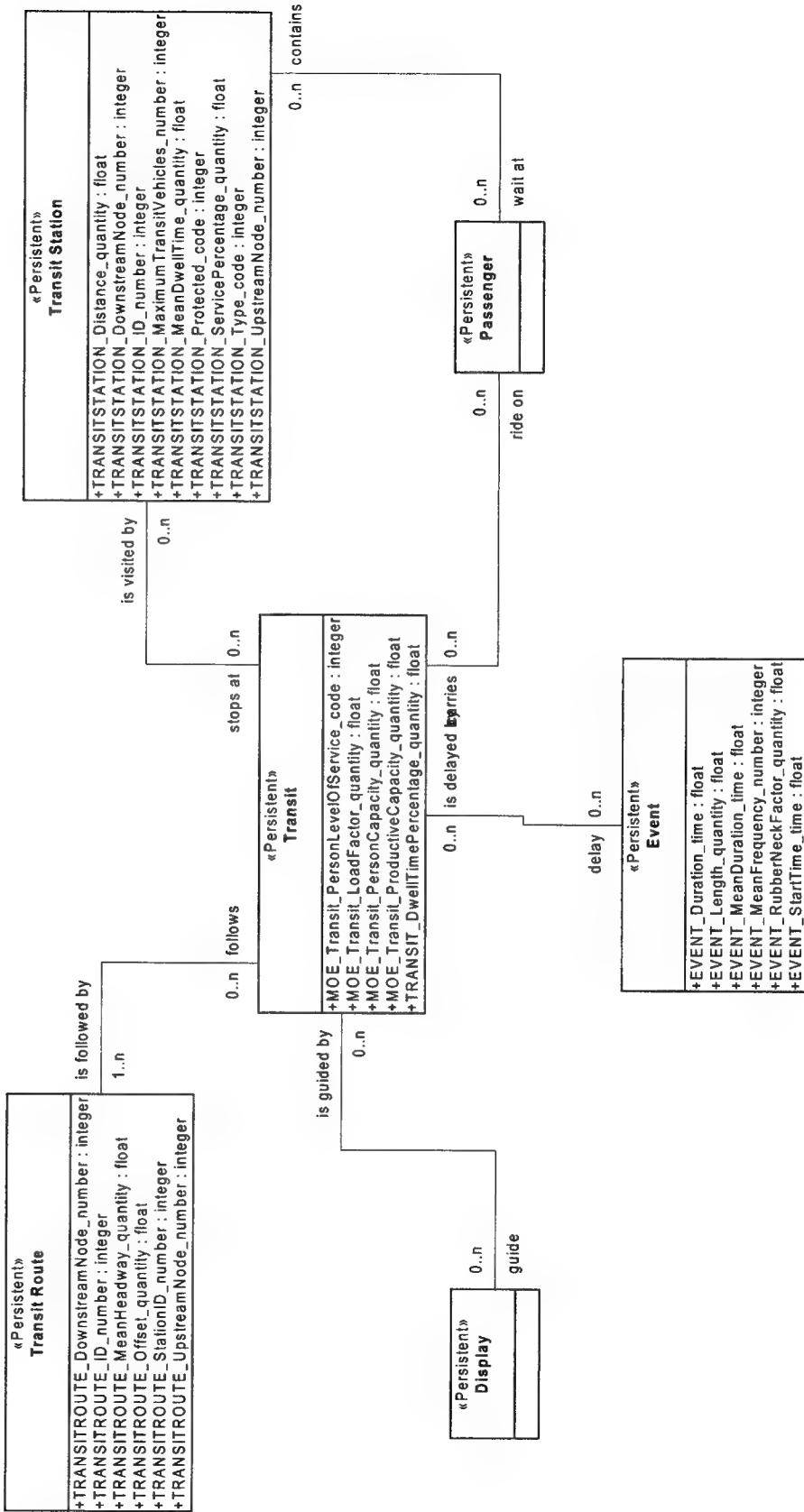


Figure 16 - Application View

Database: Application View

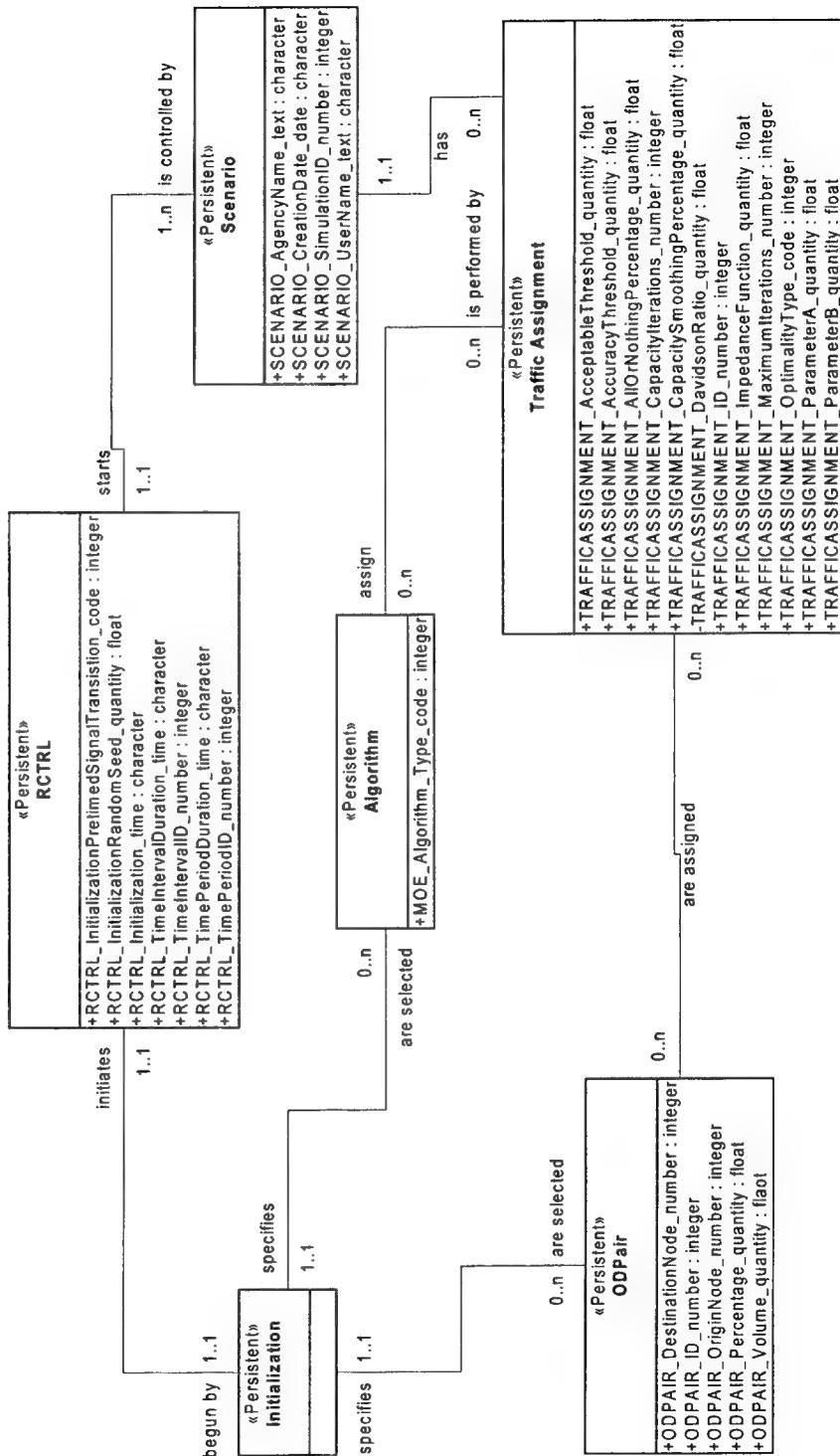
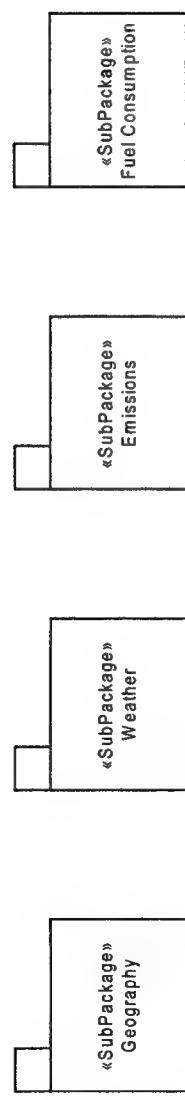


Figure 17 - Environment Subpackage

Database: Environment SubPackage



Class Dictionary

This table allows you to look up the classes found in the object diagram and read a brief description of them.

| Name | Definition |
|-------------------------------------|---|
| ACTUATEDCONTROLLER | A controller whose phase changes can be triggered by traffic sensor data. |
| APPROACH | The region of an intersection through which cars approaching the intersection from a single Segment enter the intersection. |
| ARTERIAL | Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function, having signal spacings of 2 mi or less and turn movements at intersections that usually do not exceed 20 percent of total traffic. |
| ARTERIAL&SYSTEMCOORDINATIONHARDWARE | Any hardware used to coordinate traffic on arterials or within a traffic system. |
| BICYCLE | A vehicle having two tandem wheels propelled solely by human power, upon which any person or person may ride. |
| BICYCLELANE | A portion of a road which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. |
| BUS | A heavy vehicle involved in the transport of passengers on a for-hire, charter, or franchised transit basis. |
| ACTUATEDCONTROLLER | A controller for supervising the operation of traffic control signals in accordance with the varying demands of traffic as registered with the controller by traffic detectors. |
| CURVE | An arbitrarily shaped line in two dimensions. The curve must have continuity at all points. In other words, it must be one connected piece, but it can have sharp corners (or not) anywhere. |
| DEPARTURE | The region of an intersection through which vehicles leave the intersection. |
| DETECTOR | A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type. |
| DISPLAY | Any device or group of devices for displaying the rules for moving or for controlling the movement of vehicles on a roadway. |
| DRIVER | A person or other intelligent agent operating a vehicle. |
| EVENT | Any occurrence which causes a reduction in capacity or abnormal increase in demand on a road. |
| EVENTENVIRONMENTAL | An environmental occurrence which causes a reduction in capacity or abnormal increase in demand on a road |
| EVENTINCIDENT | An (unplanned/unanticipated) occurrence in the traffic stream which causes a reduction in capacity or abnormal increase in demand. |
| INCIDENTDETECTION | The arrangement of detectors and processing of detector information to arrive at the decision that some type of incident has probably occurred in the traffic stream. May also be done by visual and third-party reporting means. |
| EVENTPLANNED | A planned occurrence which causes a reduction in capacity or abnormal increase in demand on a road |

| Name | Definition |
|------------------------------------|--|
| FIXEDTIMECONTROLLER | Controller that operate on predetermined, fixed intervals and phase timings. |
| FREEWAYRAMP | A short segment of roadway serving as a connection between two traffic facilities; usually services flow in one direction only. |
| FREEWAYWEAVINGAREA | Sections of the freeway where two or more vehicle flows must cross each other's path along a length of the freeway. |
| GRADE | The slope of the roadway measured as a percentage of deviation from horizontal. A vertical slope would be a grade of 100%. |
| GUIDESIGN | Any traffic sign used to provide information to a motorist or pedestrian. |
| HIGHWAY | A non-freeway road used for intercity travel. |
| HOVLANE | High Occupancy Vehicle Lane. A type of lane designated for travel only by vehicles with multiple occupants. |
| INITIALIZATION | Run control initialization |
| INTERSECTION | The common area of roadways that meet or cross. |
| INTERSECTIONCONTROLLERHARDWARE | Any hardware device used to control traffic at intersections. |
| INTERSECTIONDISPLAYHARDWARE | Any hardware display device used to control traffic at intersections. |
| INTERSECTIONSIGNALIZED | An intersection whose traffic is controlled by a controller. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED | An intersection that is controlled by devices other than signals, such as stop signs. |
| LANE | Unidirectional roadway that carries a single-file stream of vehicles. |
| LANEMARKING | A marking on the lane to inform or direct drivers or pedestrians. Examples would be passing/no passing lines, directional arrows and pedestrian crossing lines. |
| LINK | A one-way section of roadway between two nodes. It is intended that attributes of the TSDD's Link will conform as much as possible to the TMDD's LINK data elements. |
| MARKING | Any mark on a lane, link, highway, etc. used to control drivers or pedestrians. |
| MOTORHOME | A recreational motor vehicle which usually contains facilities for sleeping and eating. |
| MULTILANEHIGHWAY | A highway with at least two lanes for the exclusive use of traffic in each direction, with no or partial control of access, that may have periodic interruptions to flow at signalized intersections. |
| MULTILANEHIGHWAYDIVIDED | A subclass of MultilaneHighway in which the opposing lanes are separated by a median or two-way left turn lane. |
| MULTILANEHIGHWAYUNDIVIDED | A subclass of MultilaneHighway in which the opposing lanes are not separated by a median or two-way left turn lane. |
| MULTIUNITTRUCK | A truck whose cab (tractor) is a separate entity from its load bed (trailer). |
| NETWORK | A network is the aggregation of the important permanent components of a traffic model. Vehicles are not included because, for purposes of the model, they are transitory. |
| NODE | A point where two or more links meet. A node specifies connectivity in the network but has no dimension or shape. It is intended that the TSDD's Node will conform as much as possible to the TMDD's Node. |
| NORMALLANE | This is an ordinary lane for carrying traffic in one direction |
| PASSENGER | Any rider in a vehicle that is not the driver. |
| PASSENGERCAR | A personal vehicle generally used to transport passengers. |
| PAVEMENTMATERIAL | The type of pavement used for some part of a roadway. |

| Name | Definition |
|---------------------|---|
| PEDESTRIAN | An individual traveling on foot. |
| PHASE | The part of the signal cycle allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals. |
| RAIL | A heavy vehicle traveling on rails involved in the transport of passengers and or freight on a for-hire, charter, or franchised transit basis. |
| RAILROAD | A road consisting of two steel rails. |
| RECREATIONALTRAILER | A non-motorized recreational vehicle that is towed by a motorized vehicle. |
| RECREATIONVEHICLE | A vehicle whose primary purpose is recreation |
| REGULATORYSIGN | Any sign used to control traffic or pedestrians. |
| ROAD | A collection of links, which may or may not be contiguous, sharing the same street name or highway number. |
| SIGN | An informational, directional or regulatory sign placed along a Segment. (Contrasted with ControlSign, which is conceptually a type of Signal controlling an Intersection). |
| SCENARIO | A specific configuration of a simulation. |
| SEGMENT | A segment is layered on a link or opposing pair of links to provide more detailed geometric information for accurate microscopic simulation and graphical display. |
| SURVEILLANCE | Any procedure or system used to monitor traffic. |
| SINGLEUNITTRUCK | A truck whose cab (tractor) and load bed (trailer) comprise a single entity. |
| SHOULDER | A non-driving lane attached to the right side of a road. It is generally intended as a relatively reliable area to leave the road. |
| SIGNALINTERVAL | The permissive time interval given to each approach of a fixed time controlled intersection. |
| SIGNALHARDWARE | Any of the hardware used for traffic signals. |
| SIGNAL | Any display that employs lights, motion or sound to control traffic or pedestrians. |
| SIGNALPEDESTRIAN | An intersection control signal used to control pedestrian movement. |
| TIMINGPLAN | The timing plan for a fixed time controller. |
| TRAFFICCONTROL | Any signal device used to control traffic. |
| TRANSIT | Public Transportation |
| TRUCK | A vehicle used to transport freight. |
| TWOLANEHIGHWAY | A roadway having a two-lane cross section with one lane for each direction of flow, on which passing maneuvers must be made in the opposing lane. |
| TWOWAYLEFTTURNLANE | The center lane on a three-lane or multilane highway which is used continuously for vehicles turning left in either direction of flow at midblock locations. |
| USER | Any driver, passenger or pedestrian who uses a road. |
| VARIABLEDISPLAY | A type of display hardware which can change in response to changing conditions on the road. An example would be changeable message signs. |
| VEHICLE | Any powered device used to convey passengers or freight on a road. |
| WARNINGSIGN | Any sign used to warn motorists or pedestrian of a hazard or impediment to traffic |

Attribute Dictionary

This table allows you to look up the attributes (properties) of a class and read its definition. The table is sorted by class name.

| Name | Definition |
|--|---|
| ACTUATEDCONTROLLER_MaximumExtension_quantity | For a fully actuated controller, the length of time that a phase may be held in green in the presence of an opposing serviceable call. The maximum extension is the maximum duration of "service green" (i.e., the duration of green beyond the end of the minimum green or variable initial interval, whichever is greater). |
| ACTUATEDCONTROLLER_MaximumGap_quantity | This is the value from which gap reduction is initiated when an opposing call occurs. This value will be equal to or greater than the vehicle extension time; it determines the time before gap reduction. |
| ACTUATEDCONTROLLER_MaximumGreen_quantity | In actuated controllers, the longest time for which a green indication will be displayed in the presence of a call on an opposing phase. |
| ACTUATEDCONTROLLER_Node_number | The node number of the intersection controlled. |
| ACTUATEDCONTROLLER_Type_code | The controller type, e.g. 170, 2070, etc. |
| APPROACH_AmberIntervalResponse_quantity | The response of drivers to the onset of the amber indication expressed in terms of an acceptable deceleration (fpss). This value is obtained from a default table the correlates with a driver characteristics value. |
| APPROACH_Azimuth_quantity | The angle of this intersection approach relative to due north. |
| APPROACH_UpstreamNode_number | The upstream node number of this approach to an intersection. |
| CURVE_EndPoint_quantity | The distance on the link from the upstream end to the end of the curve. |
| CURVE_Radius_quantity | The radius of the curve. |
| CURVE_StartPoint_quantity | The distance on the link from the upstream end to the beginning of the curve. |
| DEPARTURE_DownStreamNode_number | The downstream node number of the departure link. |
| DETECTOR_Approach_number | The approach this detector is in. |
| DETECTOR_CarryOverTime_quantity | The amount of time to continue input to the phase after the vehicle has left the detection area. |
| DETECTOR_DelayTime_quantity | The input delay time to a phase while the phase is in red. |
| DETECTOR_DistanceToStopLine_quantity | The distance between the trailing edge of the detector sensing zone and the stop line. |
| DETECTOR_Length_quantity | The length of the detecting zone from leading edge of the sensing zone to the trailing edge of the sensing zone. |
| DETECTOR_Mode_code | The detector mode. |
| DETECTOR_Type_code | A code designating the type of detector. See DETECTOR_Type_code in TMDD. |
| DRIVER_Aggressiveness_quantity | A measure of a driver's aggressiveness in regard to maneuvering. |
| DRIVER_CarFollowingFactor_quantity | This value is a sensitivity factor in tenths of a second to indicate the headway this driver will allow between his car and the car he is following. |
| DRIVER_Familiarity_number | This is the number of next turn movements that the driver is familiar with. |
| DRIVER_Type_code | This value identifies the driver type and is used to correlate driver type parameters. |

| Name | Definition |
|--|--|
| EMISSION_AccelerationDeceleration_code | This value correlates to the Vehicle Performance Index for the specified speed and will be applied to the emission rate. |
| EMISSION_Rate_quantity | The emission rate for the specified type at the specified speed. |
| EMISSION_Type_code | This code specifies which table data is used. |
| EMISSION_VehiclePerformanceIndex_number | This is the Vehicle Performance Index specified in the Vehicle object. |
| EMISSION_VehicleSpeed_quantity | The vehicle speed applicable for the specified vehicle performance index. |
| EVENT_Duration_time | See EVENT_Description_text in TMDD |
| EVENT_Duration_time | The duration of the event. See EVENT_TimelineDuration_quantity in TMDD. |
| EVENT_Length_quantity | The length of the roadway affected by the event. |
| EVENT_MeanDuration_time | The mean duration of short-term events. |
| EVENT_MeanFrequency_number | The mean frequency of short-term events. Specified as events per hour. |
| EVENT_RubberneckFactor_quantity | The reduction in capacity for the affected lanes at the point of the event. |
| EVENT_StartTime_time | The time of onset for the event. See EVENT_TimelineStart_date in TMDD. |
| EVENTINCIDENT_Blockage_code | This code specifies where the blockage occurs. See EVENT_LanesBlockedOrClosed_code and EVENT_LanesShouldersBlocked_code in TMDD. |
| EVENTINCIDENT_DownstreamNode_number | The downstream node number for the link on which the incident occurred. |
| EVENTINCIDENT_Location_quantity | The location of the upstream end of the incident from the upstream node. See EVENT_LocationCoordinatesAltitude_location, EVENT_LocationCoordinatesLatitude_location and EVENT_LocationCoordinatesLongitude_location in TMDD |
| EVENTINCIDENT_UpstreamNode_number | The upstream node number for the link on which the incident occurred. |
| EVENTINCIDENT_WarningSignLocation_quantity | The distance from the upstream node for the location of the upstream warning sign for blockage incidents. |
| FIXEDTIMECONTROLLER_Node_number | The node number of the intersection that is controlled. |
| FREEWAY_Capacity_quantity | The maximum sustained (15-min) rate of flow at which traffic can pass a point or uniform segment of freeway under prevailing roadway and traffic conditions. Capacity is defined for a single direction of flow, and is expressed in vehicle per hour (vph). |
| FREEWAY_Density_quantity | The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. |
| FREEWAY_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| FREEWAY_MaximumServiceFlowRate_quantity | The highest 15-min rate of flow that can be accommodated on a highway facility under ideal conditions while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane. |
| FREEWAY_Speed_quantity | A rate of motion, in distance per unit of time. $S = d / t$ (mph or fps). |
| FREEWAY_Volume_quantity | The number of persons or vehicles passing a point on a freeway during some time interval, often taken to be 1 hr, expressed in vehicles. |

| Name | Definition |
|---|--|
| FREEWAYRAMP_DivergeVolume_quantity | The total volume in the traffic stream which will separate. For the case of a one-lane, right-side on-ramp, the diverge volume is equal to the lane 1 volume immediately upstream of the subject ramp. |
| FREEWAYRAMP_DownstreamFreewaySegmentID_number | A unique number identifying the downstream freeway segment. |
| FREEWAYRAMP_FlowRate_quantity | Vehicles per hour per lane. |
| FREEWAYRAMP_FractionalOffset_quantity | In a group of dependent metered lanes, the start of the green interval for any lane can occur after a variable time (fraction of the cycle length) of the green interval for any lane in the same dependency group. The offset time is equal to the cycle length divided by the number of metered lanes in the dependency group. |
| FREEWAYRAMP_FreewayCapacity_quantity | The capacity of the freeway in vehicles per hour per lane. |
| FREEWAYRAMP_FreewayLane_number | Denotes the lane of the freeway that feeds lane 1 of the off-ramp, if one exists. |
| FREEWAYRAMP_FreewayVolume_quantity | The total freeway volume. Generally considered at the point where it is at the maximum level, i.e., upstream of an off-ramp and downstream of an on-ramp. |
| FREEWAYRAMP_LaneOccupancy_quantity | The percentage of time that the ramp meter detector is actuated. |
| FREEWAYRAMP_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| FREEWAYRAMP_MeteringHeadway_number | The time separation (in seconds) between successive green signals in a ramp lane. |
| FREEWAYRAMP_MeteringType_code | A system in which the entry of vehicles onto a freeway from an on-ramp is controlled by a traffic signal allowing a fixed number of vehicles to enter during each cycle. |
| FREEWAYRAMP_MeterRate_quantity | Number of vehicles allowed to enter a given section of a roadway per unit time. |
| FREEWAYRAMP_MeterStartTime_time | The time for the onset of metering. |
| FREEWAYRAMP_NumberOfLanes_number | The total number of freeway ramp lanes. |
| FREEWAYRAMP_OffRampSignLocation_location | The location of the off ramp sign on the freeway. |
| FREEWAYRAMP_RampID_number | A unique number identifying the ramp. See RAMP_IdNumber_number in TMDD. |
| FREEWAYRAMP_RampType_code | A code to indicate the type of ramp. |
| FREEWAYRAMP_UpstreamFreewaySegmentID_number | A unique number identifying the upstream freeway segment. |
| FREEWAYWEAVINGAREA_MinimumAverageNonWeavingSpeed_quantity | Average minimum running speed for all non-weaving vehicles occupying a given section of highway over some time. |
| FREEWAYWEAVINGAREA_MinimumAverageWeavingSpeed_quantity | Average minimum running speed for all weaving vehicles occupying a given section of highway over some time. |
| FREEWAYWEAVINGAREA_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| FUELCONSUMPTION_Rate_quantity | The fuel consumption rate for the specified Vehicle Performance Index. |
| GRADE_Location_quantity | The distance on the link from the upstream end. |
| GRADE_Percent_quantity | The percent grade at a point on a link. |
| GRADE_SightDistance_quantity | The sight distance at a point on a link. |
| INCIDENTDETECTION_OfflineAlgorithmType_code | This code specifies the type of algorithm to be used for off-line incident detection. |

| Name | Definition |
|---|--|
| INCIDENTDETECTION_OffLineEvaluationFrequency_number | The evaluation frequency for MOE estimation and point processing or evaluation frequency for surveillance detectors in seconds. |
| INCIDENTDETECTION_OffLineParameterValue_quantity | A parameter value to be used in the detection algorithm. |
| INCIDENTDETECTION_OffLinePollingFrequency_number | The polling frequency of the incident detector in number / second. |
| INCIDENTDETECTION_OffLineStationID_number | The number of the surveillance station to be used for MOE estimation, point processing and off-line incident detection. |
| INCIDENTDETECTION_OnLineAlgorithmType_code | This code specifies the type of algorithm to be used for on-line incident detection. |
| INCIDENTDETECTION_OnLineEvaluationFrequency_number | The evaluation frequency for incident detection in number of time steps between evaluations. |
| INCIDENTDETECTION_OnLineParameterValue_quantity | A parameter value to be used in the detection algorithm. |
| INCIDENTDETECTION_OnLinePollingFrequency_number | The polling frequency of the incident detector in number / second. |
| INCIDENTDETECTION_OnLineStationID_number | The number of the surveillance station to be used for on-line incident detection. |
| INTERSECTIONSIGNALIZED_AllowableGap_quantity | The time gap between successive moving vehicles at which a greater gap should terminate the green on one phase and transfer right-of-way to another phase. |
| INTERSECTIONSIGNALIZED_AmberIntervalResponse_quantity | The response of drivers to the onset of the amber indication is expressed in terms of an acceptable deceleration. The deceleration that is required for the vehicle to stop is readily calculated, knowing the current position and speed of the vehicle. If deceleration is acceptable the vehicle will stop; otherwise, it will continue through the intersection. |
| INTERSECTIONSIGNALIZED_ApproachDelay_quantity | Stopped-time delay at a signalized intersection plus time lost because of deceleration to and acceleration from a stop, generally estimated as 1.3 times the stopped time delay. |
| INTERSECTIONSIGNALIZED_AverageStoppedTimeDelay_quantity | The total time vehicles are stopped in an intersection approach or lane group during a specified time interval divided by the volume departing from the approach or lane group during the same time period, in seconds per vehicle. |
| INTERSECTIONSIGNALIZED_BackgroundCycle_quantity | The term used to identify the cycle length established by a coordination unit and master control in coordinated systems. |
| INTERSECTIONSIGNALIZED_Call_code | A registration of a demand for right-of-way by traffic at a controller unit. The call to the controller is via detector actuation. |
| INTERSECTIONSIGNALIZED_ChangeInterval_quantity | The "yellow" plus "all red" intervals that occur between phases of a traffic signal to provide for clearance of the intersection before conflicting movements are released. |
| INTERSECTIONSIGNALIZED_CycleLength_code | The time required for one complete sequence of signal phases. |
| INTERSECTIONSIGNALIZED_DetectorSetback_quantity | The time required for one complete sequence of signal phases. |
| INTERSECTIONSIGNALIZED_DetectorType_code | A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type. |
| INTERSECTIONSIGNALIZED_DischargeHeadway_quantity | The mean time gap between vehicles discharging from a standing queue. |
| INTERSECTIONSIGNALIZED_EffectiveGreen_quantity | The time allocated for a given traffic movement (green plus yellow) at a signalized intersection less the start-up and clearance lost times for the movement. |

| Name | Definition |
|---|--|
| INTERSECTIONSIGNALIZED_EffectiveRed_quantity | The time during which a given traffic movement or set of movements is directed to stop; cycle length minus effective green time. |
| INTERSECTIONSIGNALIZED_LagPhase_quantity | The lag phase setting designates which phase of a phase pair displays green first, before the other phase. A phase pair is defined as adjacent phases in the same ring on the same side of the barrier on a standard NEMA phase diagram. In a standard NEMA 8 phase configuration operating in leading dual lefts on both streets, phases 2, 4, 6 and 8 are lag phases while phases 1, 3, 5, and 7 are leading phases. |
| INTERSECTIONSIGNALIZED_MaximumSpeedLeftTurn_quantity | Moving vehicles must slow as they approach an intersection if they are to negotiate a turning maneuver, even when unimpeded by other vehicles. The default turning speed for negotiating left turns is 22 fps (7 m/s). The maximum allowable left turn speed is 44 fps (14 m/s). |
| INTERSECTIONSIGNALIZED_MaximumSpeedRightTurn_quantity | Moving vehicles must slow as they approach an intersection if they are to negotiate a turning maneuver, even when unimpeded by other vehicles. The default turning speed for negotiating right turns is 13 fps (4 m/s). The maximum allowable right turn speed is 26 fps (8 m/s). |
| INTERSECTIONSIGNALIZED_PedestrianDelay_quantity | The duration of vehicular delay due to pedestrian interaction during a vehicle green phase. |
| INTERSECTIONSIGNALIZED_ProbabilityLeftTurnJumper_quantity | A left turn jumper is a vehicle that is first in queue when a signal changes to green and executes a left turn maneuver before the oncoming traffic moves. |
| INTERSECTIONSIGNALIZED_StartngDelay_quantity | A delay experienced in initiating the movement of queued traffic from a stop to a maximum flow rate through a signalized intersection. |
| INTERSECTIONSIGNALIZED_StartupLostTime_quantity | The delay experienced by the first vehicle in queue when responding to a phase change from red to green. |
| INTERSECTIONSIGNALIZED_StopDelay_quantity | For each turn movement, the total time that vehicles of the specified turn movement were stopped on the link. Stop time is defined as any time that a vehicle is stopped on a link including buses in dwell. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_AcceptanceGap_quantity | A vehicle at a stop line facing a sign cannot discharge until an acceptable gap is available in the cross-street traffic. The acceptable gap depends on the type of sign, driver characteristic and the total number of lanes to be crossed. Likewise for a vehicle turning left or right. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_CriticalGap_quantity | The minimum time interval between vehicles in a major traffic stream that permits side-street vehicle at a stop-controlled approach to enter the intersection under prevailing traffic and roadway conditions, in seconds. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_LeftTurnAcceptableGap_quantity | The acceptable gap for Left-Turns. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_MovementCapacity_quantity | The capacity of a specific movement at a stop-controlled intersection approach, assuming that the movement has exclusive use of a separate lane, in passenger cars per hour. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_NewFSAcceptanceGap_quantity | The acceptable gap to cross the far-side of a cross street. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_NewNSAcceptanceGap_quantity | The acceptable gap to cross a near-side cross street. |
| INTERSECTIONUNSIGNALIZEDCONTROLLED_RightTurnOnRedAcceptableGap_quantity | The acceptable gap for Right Turn on red or at signs. |
| LANE_AllowableMovements_code | The movements that are allowed through the intersection from this lane. |

| Name | Definition |
|--|---|
| LANE_AntireferenceEndLocation_quantity | Distance along this Lane's Segment from the reference end of the Segment to the antireference end of the Lane. |
| LANE_Channelization_code | Traffic restrictions for the lane. |
| LANE_DetectorLength_quantity | The effective loop length in feet |
| LANE_DetectorLocation_quantity | The location of the detector from the upstream end of the lane in feet. |
| LANE_DetectorType_code | A device for indicating the presence or passage of vehicles or pedestrians. This general term is usually supplemented with a modifier, i.e., loop detector, magnetic detector indicating type. |
| LANE_IncidentCode_code | The incident code specifying the effect on the lane. |
| LANE_Length_quantity | The travel distance from the upstream end to the downstream end of a Lane. (Less than or equal to the length of the Segment to which the Lane belongs.) |
| LANE_Type_code | Lane type. |
| LANE_Width_quantity | The width of the lane. |
| LINK_AverageDelayTime_quantity | For each turn movement, the average time that vehicles were delayed on the link. Calculated as the delay time for the turn movement divided by vehicle trips for the turn movement. |
| LINK_AverageSpeed_quantity | For each turn movement, the average speed of vehicles on a link that have completely traversed the link. Calculated as vehicle miles divided by the total time. |
| LINK_Capacity_quantity | See LINK_Capacity_quantity in the TMDD: "The Link maximum capacity in vehicles per hour." |
| LINK_Delay_quantity | See LINK_Delay_quantity in the TMDD: "Calculated delay for vehicles driving along a particular Link. this is additional time it will take above that recorded during free flow conditions to travel from one end of the link to the other." |
| LINK_Density_quantity | See LINK_Density_quantity in the TMDD: "Vehicle concentration per kilometer (in vehicles per kilometer) of the Link." |
| LINK_DesignSpeed_quantity | See LINK_DesignSpeed_quantity in the TMDD: "The Link design speed in kilometers per hour." |
| LINK_Direction_code | See LINK_Direction_code in the TMDD: "The direction of the Link traffic flow, e.g E,W,N,S." |
| LINK_DistanceToStopLine_quantity | The distance between the stop line and the curb line. |
| LINK_FreeFlowSpeedPercentage_quantity | This percentage is correlated with the driver characteristics and is multiplied with the Mean Free Flow Speed for the link to obtain a Free Flow Speed for drivers of the specified characteristics for this link. |
| LINK_GroupID_number | When a link is part of an aggregation such as an interchange or a corridor, this number can be used to identify members of a group. |
| LINK_GroupSequence_number | When a link is part of an aggregation such as an interchange or a corridor, this number can be used to sequence members of a group. |
| LINK_HeightRestriction_quantity | See LINK_HeightRestriction_quantity in the TMDD: "Minimum vertical clearance on a Link in centimeters." |
| LINK_IdNumber_number | See LINK_IdNumber_number in the TMDD: "An unique numerical designation for the Link." |
| LINK_LaneAlignmentdownstream_number | The lane number of the downstream through node that aligns with downstream alignment lane of this link. |
| LINK_LaneAlignmentupstream_number | The lane number of the upstream node that aligns with the upstream alignment lane of this link. |

| Name | Definition |
|--|--|
| LINK_LeftDiagonalDownstream_number | The node number of the downstream node that can receive left diagonal traffic. |
| LINK_LeftShoulderWidth_quantity | See LINK_LeftShoulderWidth_quantity in the TMDD: "The width of the left shoulder of the Link (in centimeters)." |
| LINK_LeftTurnDownstream_number | The node number of the downstream node that can receive left turning traffic. |
| LINK_LeftTurnPocketLanes_number | The number of lanes in the left turn pocket. See LINK_LeftTurnPocketLaneNumber_quantity in TMDD. |
| LINK_LeftTurnPocketLength_quantity | The length of the left turn pocket (if any). See LINK_LeftTurnPocketLength_quantity in TMDD. |
| LINK_Length_quantity | See LINK_Length_quantity in the TMDD: "The length of the link in meters." |
| LINK_LengthRestriction_quantity | See LINK_LengthRestriction_quantity in the TMDD: "Maximum Vehicle Length allowable on a Link in centimeters." |
| LINK_LevelOfService_code | See LINK_LevelOfService_code in the TMDD: "A qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers as defined in the Highway Capacity Manual." |
| LINK_MedianType_code | See LINK_MedianType_code in the TMDD: "Type of median separation for the Link." |
| LINK_NumLanes_number | See LINK_NumLanes_quantity in the TMDD: "The lowest number of lanes at any point in the Link." |
| LINK_NumLanesOpen_number | See LINK_NumLanesOpen_quantity in the TMDD: "The lowest number at any point of lanes currently open in the link." |
| LINK_Occupancy_percent | See LINK_Occupancy_percent in the TMDD: "Percent occupancy measured for the Link." |
| LINK_OpposingLeftTurnDownstream_number | The node number of the upstream node, downstream, that opposes left turning traffic. |
| LINK_PavementCondition_code | The condition of the pavement. |
| LINK_PavementType_code | See LINK_PavementType_code in the TMDD: "The type of material from which the pavement is constructed (e.g., concrete, asphalt)." |
| LINK_QueueDischargeHeadway_quantity | The delay until discharge for each queued vehicle. A different headway for each driver characteristic is assigned. |
| LINK_RightDiagonalDownstream_number | The node number of the downstream node that can receive right diagonal traffic. |
| LINK_RightShoulderWidth_quantity | See LINK_RightShoulderWidth_quantity in the TMDD: "The width of the right shoulder for the Link in centimeters." |
| LINK_RightTurnDownstream_number | The node number of the downstream node that can receive right turning traffic. |
| LINK_RightTurnPocketLanes_number | The number of lanes in the right turn pocket. See LINK_RightTurnPocketLane_quantity in TMDD. |
| LINK_RightTurnPocketLength_quantity | The length of the right turn pocket (if any). See LINK_RightTurnPocketLength_quantity in TMDD. |
| LINK_SightDistance_quantity | The forward visibility of a driver at the stop line to see approaching vehicles. |
| LINK_Speed_quantity | See LINK_Speed_quantity in the TMDD: "The average Link vehicular speed in Kilometers per hour." |
| LINK_SpeedLimit_quantity | See LINK_SpeedLimit_quantity in the TMDD: "Speed limit for automobiles in Kilometers per hour." |

| Name | Definition |
|---|--|
| LINK_StartUpLostTime_quantity | The start-up lost time for the first vehicle in queue when the signal turns to green. A different value for each driver characteristic is assigned. |
| LINK_Status_code | See LINK_Status_code in the TMDD: "The Link Status." |
| LINK_ThroughDownstreamNode_number | The node number of the downstream node that can receive through traffic. |
| LINK_TruckSpeedLimit_quantity | See LINK_TruckSpeedLimit_quantity in the TMDD: "Speed limit for trucks in kilometers per hour." |
| LINK_Type_code | See LINK_Type_code in the TMDD: "The designation of the Link type. (Fwy., Art., Psu., Sur., Ded., Rail, Bus, Air, Ferry, other modes)." |
| LINK_UpstreamNode_number | The number of the upstream node. |
| LINK_Volume_quantity | See LINK_Volume_quantity in the TMDD: "Projected or measured hourly volume for the Link expressed in vehicles per hour." |
| LINK_WeightRestriction_quantity | See LINK_WeightRestriction_quantity in the TMDD: "Maximum Vehicle Weight allowable on a Link in kilograms." |
| MANEUVER_Advantage_quantity | Advantage threshold for discretionary maneuver. |
| MANEUVER_CollisionAvoidance_code | Parameter for collision avoidance time period. Used in gap acceptance algorithm. |
| MANEUVER_FollowerVehicleDecelerationRate_quantity | Deceleration rate of follower vehicle. |
| MANEUVER_LeadVehicleDecelerationRate_quantity | Deceleration rate of the lead vehicle. |
| MANEUVER_LeftTurnAcceptableGap_quantity | The acceptable gap in oncoming traffic for a driver attempting a left turn. |
| MANEUVER_LeftTurnJumpProbability_quantity | The probability that the first vehicle in queue will execute a left-turn when the signal changes to green. |
| MANEUVER_LeftTurnLaggerTurnProbability_quantity | The probability that a driver will execute a left-turn across opposing traffic during a NO GO interval. |
| MANEUVER_MaximumHeadway_quantity | The headway above which no driver will attempt the maneuver. |
| MANEUVER_MaximumLeftTurnSpeed_quantity | The maximum speed for a left turn. |
| MANEUVER_MaximumRightTurnSpeed_quantity | The maximum speed for a right turn. |
| MANEUVER_MeanDistance_quantity | Mean longitudinal distance over which drivers decide to perform on lane change. |
| MANEUVER_MinimumDeceleration_quantity | The minimum deceleration at the beginning of a discretionary maneuver. Used in the computation of acceptable risk. |
| MANEUVER_MinimumHeadway_quantity | Headway below which all drivers will attempt the maneuver. |
| MANEUVER_Multiplier_quantity | Multiplier for desire to complete discretionary maneuver. |
| MANEUVER_RightTurnOnRedAcceptableGap_quantity | The acceptable gap in oncoming traffic for a driver attempting a right-turn on red of at a sign. |
| MANEUVER_SafetyFactor_quantity | The degree of caution used by the driver. |
| MANEUVER_SpillbackProbability_quantity | The probability that a vehicle about to discharge will join a spillback. |
| MANEUVER_TimeToComplete_quantity | Time to complete the maneuver. |
| MANEUVER_Type_code | The code identifying the type of maneuver to be performed. |
| MANEUVER_UrgencyThreshold_quantity | Urgency of a driver to initiate a discretionary maneuver. Based on the driver's aggressiveness, the remaining distance available and the complexity of the maneuver. |
| MANEUVER_YieldingPercentage_quantity | Percentage of drivers desiring to yield the right-of-way to maneuvering vehicles. |
| MOE_Algorithm_Type_code | The code of the MOE estimation algorithm to be applied. |

| Name | Definition |
|---|--|
| MOE_Arterial_AverageControlDelay_quantity | Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as <i>signal delay</i> . |
| MOE_Arterial_AverageRunningTime_quantity | The average time vehicles are in motion while traversing a highway segment of given length, excluding stopped-time delay, in seconds per vehicle or minutes per vehicle. |
| MOE_Arterial_AverageTravelSpeed_code | The average speed of a traffic stream computed as the length of a highway segment divided by the average travel time of vehicles traversing the segment, in miles per hour. |
| MOE_Arterial_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| MOE_Freeway_Capacity_quantity | The maximum sustained (15-min) rate of flow at which traffic can pass a point or uniform segment of freeway under prevailing roadway and traffic conditions. Capacity is defined for a single direction of flow, and is expressed in vehicle per hour (vph). |
| MOE_Freeway_Density_quantity | The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. |
| MOE_Freeway_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| MOE_Freeway_MaximumServiceFlowRate_quantity | The highest 15-min rate of flow that can be accommodated on a highway facility under ideal conditions while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane. |
| MOE_Freeway_Speed_quantity | A rate of motion, in distance per unit of time. $S = d / t$ (mph or fps). |
| MOE_Freeway_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_FreewayRamp_DivergeVolume_quantity | The total volume in the traffic stream which will separate. For the case of a one-lane, right-side on-ramp, the diverge volume is equal to the lane 1 volume immediately upstream of the subject ramp. |
| MOE_FreewayRamp_FreewayVolume_quantity | The total freeway volume. Generally considered at the point where it is at the maximum level, i.e., upstream of an off-ramp and downstream of an on-ramp. |
| MOE_FreewayRamp_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| MOE_FreewayRamp_MergeVolume_quantity | The total volume in the traffic streams which will join. For the case of a one-lane, right-side on-ramp, the merge volume is the sum of the lane 1 volume plus the ramp volume. |
| MOE_FreewayRamp_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_FreewayWeavingArea_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |

| Name | Definition |
|---|--|
| MOE_FreewayWeavingArea_MinimumAverageNonWeavingSpeed_quantity | Average minimum running speed for all non-weaving vehicles occupying a given section of highway over some time. |
| MOE_FreewayWeavingArea_MinimumAverageWeavingSpeed_quantity | Average minimum running speed for all weaving vehicles occupying a given section of highway over some time. |
| MOE_FreewayWeavingArea_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_IntersectionSignalized_ApproachCapacity_quantity | The maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signalization conditions. |
| MOE_IntersectionSignalized_ApproachVolume_quantity | The number vehicles which may pass through the intersection under prevailing traffic, roadway and signalization conditions during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_IntersectionSignalized_CriticalVCRatio_quantity | A v/c ratio for the intersection as a whole, considering only the lane groups or approaches that have the highest flow ration, v/s, for a given signal phase. |
| MOE_IntersectionSignalized_FlowRatio_quantity | The ratio of the actual flow rate for the approach or lane group to the saturation flow rate. |
| MOE_IntersectionSignalized_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| MOE_IntersectionSignalized_SaturationFlowRate_quantity | The maximum rate of flow that can pass through a given intersection approach or lane group under prevailing traffic and roadway conditions, assuming that the approach or lane group had 100 percent of real time available as effective green time. |
| MOE_IntersectionUnsignalizedControlled_AverageDelay_quantity | The total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility divided by the volume departing from the corresponding cross section of the facility. |
| MOE_IntersectionUnsignalizedControlled_ConflictingVolume_quantity | The volume of traffic that conflicts with a specific movement at an unsignalized intersection. |
| MOE_IntersectionUnsignalizedControlled_QueueLength_quantity | (1) Number of vehicles stopped in a lane behind the stopline at a traffic signal. (2) Number of vehicles that are stopped or moving in a line where the movement of each vehicle is constrained by that of the lead vehicle. |
| MOE_IntersectionUnsignalizedControlled_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_MultilaneHighway_AverageTravelSpeed_quantity | The average speed of a traffic stream computed as the length of a highway segment divided by the average travel time of vehicles traversing the segment, in miles per hour. |
| MOE_MultilaneHighway_Density_quantity | The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. |
| MOE_MultilaneHighway_FreeFlowSpeed_quantity | (1) The theoretical speed of traffic when density is zero, that is, when no vehicles are present; (2) the average speed of vehicles over an arterial segment not close to signalized intersections under conditions of low volume. |
| MOE_MultilaneHighway_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |

| Name | Definition |
|--|---|
| MOE_MultilaneHighway_ServiceFlowRate_quantity | The maximum hourly rate at which persons or vehicles can be reasonably expected to traverse a point of a lane or roadway during a given time period (usually 15 min) under prevailing roadway, traffic, and control conditions while maintaining a designated level of service, expressed as vehicles per hour or vehicles per hour per lane. |
| MOE_MultilaneHighway_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_Pedestrian_Density_quantity | The average number of pedestrians per unit of area within a walkway or queuing area, expressed as pedestrians per square foot. |
| MOE_Pedestrian_FlowRate_quantity | The number of pedestrians passing a point per unit time, expressed as pedestrians per 15 minutes or pedestrians per minute; "point" refers to a perpendicular line of sight across the width of a walkway. |
| MOE_Pedestrian_LevelOfService_code | Convenience factors such as the ability to select walking speeds, bypass slower pedestrians, avoid conflicts with others and degrees of crowding in queuing areas, such as sidewalk corners, transit platforms, and other waiting areas. |
| MOE_Pedestrian_Space_quantity | The average area provided for each pedestrian in a walkway or queuing area, expressed in terms of square feet per pedestrian; this is the inverse of density, but is a more practical unit for the analysis of pedestrian facilities. |
| MOE_Pedestrian_Speed_quantity | The average pedestrian walking speed, generally expressed in units of feet per second. |
| MOE_Pedestrian_UnitWidthFlow_quantity | The average flow of pedestrians per unit of effective walkway width, expressed as pedestrians per minute per foot. |
| MOE_Road_AverageTravelTime_quantity | The average time spent by vehicles traversing a road segment of given length, including all stopped-time delay, in seconds per vehicle or minutes per vehicle. |
| MOE_Road_LevelOfService_code | A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. |
| MOE_Road_Volume_quantity | The number of persons or vehicles passing a point on a lane, roadway, or other trafficway during some time interval, often taken to be 1 hr, expressed in vehicles. |
| MOE_Transit_LoadFactor_quantity | The ratio of total passengers carried to the number of seats during a specified time period. |
| MOE_Transit_PersonCapacity_quantity | The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour. |
| MOE_Transit_PersonLevelOfService_code | The quality of service offered the passenger within a transit vehicle, as determined by the available space per passenger. |
| MOE_Transit_ProductiveCapacity_quantity | A measure of efficiency or performance. The product of passenger capacity along a transit line and speed. |
| MOE_TwoLaneHighway_AverageTravelSpeed_quantity | The average speed of a traffic stream computed as the length of a highway segment divided by the average travel time of vehicles traversing the segment in both directions, in miles per hour. |

| Name | Definition |
|---|--|
| MOE_TwoLaneHighway_Capacity_quantity | The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per hour or persons per hour. |
| MOE_TwoLaneHighway_CapacityUtilization_quantity | The ratio (v/c ratio) of the demand flow rate to the capacity of the facility. |
| MOE_TwoLaneHighway_DemandFlowRate_quantity | The traffic volume expected to desire service past a point or segment of the highway system at some future time, or the traffic currently arriving or desiring service past such a point, usually expressed as vehicles per hour. |
| MOE_TwoLaneHighway_PercentTimeDelay_quantity | The average percent of time that all vehicles are delayed while traveling in platoons due to the inability to pass. |
| NETWORK_City_text | The name of the city where a Network is located. |
| NETWORK_County_text | The name of the county where a Network is located. |
| NETWORK_Description_text | A textual description of a Network. This attribute can contain whatever notes about the model the modeler chooses to make. |
| NETWORK_Name_text | A label for a traffic network. (Are there any constraints about uniqueness of the name? How could such a constraint be enforced?) |
| NETWORK_State_quantity | A 'snapshot' of a network. |
| NODE_IdNumber_number | See NODE_IdNumber_number in the TMDD: "An unique identification number for Node." |
| NODE_Latitude_location | See NODE_Latitude_location in the TMDD: "Latitude of Node." |
| NODE_Longitude_location | See NODE_Longitude_location in the TMDD: "Longitude of Node in microdegrees." |
| NODE_NumLinks_quantity | See NODE_NumLinks_quantity in the TMDD: "Number of Links at this Node." |
| NODE_Status_code | See NODE_Status_code in the TMDD: "NODE traffic status or condition." |
| NODE_Type_code | The code to identify the type of node. |
| NODE_XCoordinate_quantity | The X Coordinate of the node. |
| NODE_YCoordinate_quantity | The Y Coordinate of the node. |
| ODPAIR_DestinationNode_number | The destination node number of the ODPair. |
| ODPAIR_ID_number | A unique number identifying an Origin-Destination pair. |
| ODPAIR-OriginNode_number | The origin node number. |
| ODPAIR_Percentage_quantity | The percentage of vehicles entering through the origin node. |
| ODPAIR_Volume_quantity | Volume traveling from the origin node to the destination node. |
| PARKINGZONE_ExpectedNumManeuvers_number | The expected number of parking maneuvers for a specified time period. |
| PARKINGZONE_Length_quantity | The length of the parking zone |
| PARKINGZONE_Location_quantity | The distance from the downstream stop line to the front of the parking zone. |
| PARKINGZONE_MeanDurationOfManeuvers_quantity | Mean duration of parking maneuver. |
| PAVEMENTMATERIAL_Condition_code | The condition of the pavement. |
| PAVEMENTMATERIAL_FrictionCoefficient_quantity | The friction coefficient is used in the computation of maximum speed on a curve. |
| PAVEMENTMATERIAL_LagToAccelerate_quantity | The time delay to accelerate. |
| PAVEMENTMATERIAL_LagToDecelerate_quantity | The time delay to decelerate. |
| PAVEMENTMATERIAL_Type_code | The code identifying the pavement type. |

| Name | Definition |
|--|--|
| PEDESTRIAN_ArrivalHeadway_quantity | The arrival headway for pedestrians actuating the push button. |
| PEDESTRIAN_ConstantDemandLength_quantity | The length of the pedestrian constant demand period. |
| PEDESTRIAN_ConstantDemandStart_quantity | The start time from the beginning of the simulation when pedestrian demand is continuous. |
| PEDESTRIAN_DeterministicStart_quantity | Elapsed time from start of simulation to beginning of deterministic arrivals. |
| PEDESTRIAN_Intensity_quantity | The number of pedestrians per hour. |
| PHASE_ConditionalService_code | This code specifies whether the phase can service a left turn twice in the same cycle. |
| PHASE_DualEntry_code | This code specifies whether dual entry is allowed. |
| PHASE_ForceOff_quantity | The point in the phase where the controller must terminate the phase to service another phase. |
| PHASE_GapReduction_code | The code identifying the method for reducing the gap between vehicles from the original value to a lesser value over a specified amount of time. |
| PHASE_GreenEnd_quantity | The end time for the green part of the phase. |
| PHASE_GreenStart_quantity | The start time for the green part of the phase. |
| PHASE_Lag_code | This code designates which phase of a phase pair displays green first. |
| PHASE_LagPhaseHold_code | This code designates whether a hold can be placed on a phase to prevent the phase from terminating before the force-off point. |
| PHASE_MaximumGap_quantity | The gap at the beginning of the reduction period. |
| PHASE_MaximumGreenLength_quantity | The maximum time that a phase is allowed to display green after receipt of a vehicle call on a conflicting phase. |
| PHASE_MaximumInitialInterval_quantity | The maximum green time allowed for the variable initial interval timing. |
| PHASE_MaximumVehicleRecall_code | This code specifies whether the controller will service maximum green when there is no demand. |
| PHASE_MinimumConditionalServiceTime_quantity | The minimum time that must be available to provide the conditional service phase when a call is issued for the phase. |
| PHASE_MinimumGap_quantity | The minimum acceptable vehicle gap. |
| PHASE_MinimumGreenLength_quantity | The shortest green time of the phase. If a time setting control is designated as minimum green, the green time shall not be less than that setting. For a fully-actuated controller, the first timed portion of the green interval. It is set considering the number of waiting vehicles between the approach detector and stopline. |
| PHASE_MinimumInitialInterval_quantity | Once an actuated phase is initiated, it must be in effect for some minimum initial interval regardless of competing CALLs for other phases. At the end of the minimum initial interval, the phase may be terminated if no detector actuations are registered for the current phase and a CALL is received for a subsequent phase. Otherwise, the current phase is extended until its Force-off Point is reached. |
| PHASE_MinimumVehicleRecall_code | This code specifies whether the minimum initial interval is recalled when there is no demand. |
| PHASE_Number_number | The phase number |
| PHASE_Overlap_code | This code designates whether this phase is one of phase pair defining an overlap. |
| PHASE_PermissiveEndTime_quantity | During a permissive period, calls may be answered for phases other than the sync phases. Each permissive period has a Begin and End time. |

| Name | Definition |
|--|--|
| PHASE_PermissiveStartTime_quantity | During a permissive period, calls may be answered for phases other than the sync phases. Each permissive period has a Begin and End time. |
| PHASE_RedEnd_quantity | The end time for the red part of the phase. |
| PHASE_RedLock_code | When red lock is active the controller begins accumulating vehicle actuation for the phase to be used in the calculation of variable initial timing during only the red portion of the phase. |
| PHASE_RedRevertTime_quantity | The minimum time that red must be displayed after a yellow. |
| PHASE_RedStart_quantity | The start time of the red part of the phase. |
| PHASE_ReductionTime_quantity | The time over which the initial extension (gap) time will be reduced to a lesser value. |
| PHASE_RestInRed_code | This code designates if the controller is allowed to rest in red when there is no demand. |
| PHASE_RightTurnOnRed_code | Whether a vehicle desiring to turn right at an intersection may do so or not when the light is red. See PHASE_RightTurnControlType_code in TMDD. |
| PHASE_SimultaneousGapOut_code | This code specifies whether both rings in a dual ring controller must cross the barrier at the same time. |
| PHASE_TimeBeforeReduction_quantity | The time from the beginning of the approach phase green until the extension (gap) time starts to be reduced (gap reduction) to some lesser value. |
| PHASE_TotalLength_quantity | The total length of the phase. |
| PHASE_VehicleExtensionTime_quantity | The time needed for a vehicle to traverse the distance from the detector to the stop line. |
| PHASE_WalkClearanceLength_quantity | The time it takes for a pedestrian to travel the distance from curb line to curb line. |
| PHASE_WalkLength_quantity | A traffic phase allocated to pedestrian traffic which may provide a right-of-way indication either concurrently with one or more vehicular phases, or to the exclusion of all vehicular phases. |
| PHASE_YellowEnd_quantity | The end time for the yellow part of the phase. |
| PHASE_YellowLock_code | If this memory lock toggle is “on” vehicle actuation which occur during the yellow and red display of the signal phase are accumulated and remembered in the controller and used in the variable initial calculation and/or to call the phase for service. |
| PHASE_YellowStart_quantity | The start time of the yellow part of the phase. |
| RCTRL_InitializationPretimedSignalTransistion_code | Timing plan transition codes. |
| RCTRL_InitializationRandomSeed_quantity | Random number seed |
| RCTRL_Initialization_time | Maximum initialization time prior to simulation. |
| RCTRL_TimeIntervalDuration_time | Duration of the time interval. |
| RCTRL_TimeIntervalID_number | Time Interval Number |
| RCTRL_TimePeriodDuration_time | Duration of the time period. |
| RCTRL_TimePeriodID_number | Time Period Number |
| SCENARIO_AgencyName_text | The name of the agency creating this scenario. |
| SCENARIO_CreationDate_date | The scenario creation date. |
| SCENARIO_SimulationID_number | The ID number of the simulation. |
| SCENARIO_UserName_text | The name of the user creating this scenario. |
| SIGNALINTERVAL_ControlCode_code | The control code for a signal interval for an approach to an intersection. |
| SIGNALINTERVAL_Duration_quantity | The duration of a fixed time controller signal interval |
| TIMINGPLAN_ConditionalService_code | This code determines if a left turn phase can be serviced twice during the controllers background cycle length if the time remaining in the cycle is greater than a user specified time. |

| Name | Definition |
|--|--|
| TIMINGPLAN_CoordinationLength_quantity | The time during phase 2 green before T0 that is allowed for system coordination. |
| TIMINGPLAN_DualEntryOperation_code | In dual ring operation, this code indicates if in the absence of a call on a compatible phase in the opposite ring if the partner phase will also display green. |
| TIMINGPLAN_LastCarPassage_code | This code determines that if gap reduction has been initiated and the phase gaps-out, the last vehicle crossing the detector before the gap-out will receive the initial or full extension time. |
| TIMINGPLAN_LocalCycleLength_quantity | The length of one timing cycle for a controller. |
| TIMINGPLAN_LocalT0_quantity | The time of T0 in system time. |
| TIMINGPLAN_MinimumGap_quantity | The minimum acceptable gap allowed. |
| TIMINGPLAN_Node_number | The node/intersection identifier for the timing plan. |
| TIMINGPLAN_Offset_quantity | The time relationship expressed in seconds or percent of cycle length, determined by the difference between a defined interval portion of the coordinated phase green and a system reference point. |
| TIMINGPLAN_SimultaneousGapOut_code | In dual ring operation, this code determines if the controller will service another phase if both active phases are not in gap-out or max-out mode. |
| TIMINGPLAN_SystemCycleLength_quantity | The background cycle length. The time from the beginning of main street green through all the phases back to the beginning of main street green. |
| TIMINGPLAN_Transition_code | The timing plan transition type for a fixed time controller. |
| TIMINGPLAN_YieldInterval_quantity | This is the only period of time during the cycle when phase 1 may be terminated. |
| TIMINGPLAN_YieldPoint_quantity | The Yield Point begins a period of time known as the Yield Interval. This is the only period of time during the cycle when phase 1 may be terminated. |
| TRAFFICASSIGNMENT_AcceptableThreshold_quantity | The assignment process terminates when the maximum number of iterations is reached, or when the relative change of the objective function between two successive iterations is less or equal to the threshold value (Epsilon), whichever occurs first. |
| TRAFFICASSIGNMENT_AccuracyThreshold_quantity | The line-search accuracy threshold. |
| TRAFFICASSIGNMENT_AllOrNothingPercentage_quantity | Percentage of the impedances produced by an all-or-nothing network loading that will be incorporated in the first assignment iteration. |
| TRAFFICASSIGNMENT_CapacityIterations_number | Number of capacity iterations to be applied. |
| TRAFFICASSIGNMENT_CapacitySmoothingPercentage_quantity | Capacity smoothing factor to be applied if more than one capacity adjustment iteration is requested. |
| TRAFFICASSIGNMENT_DavidsonRatio_quantity | Ratio of the service discharge rate to the saturation rate. |
| TRAFFICASSIGNMENT_ID_number | This will uniquely identify a set of assignment parameters. |
| TRAFFICASSIGNMENT_ImpedanceFunction_code | This code identifies the impedance function used. |
| TRAFFICASSIGNMENT_MaximumIterations_number | The assignment process terminates when the maximum number of iterations is reached, or when the relative change of the objective function between two successive iterations is less or equal to the threshold value (Epsilon), whichever occurs first. |
| TRAFFICASSIGNMENT_OptimalityType_code | This code identifies which optimazation to use. |
| TRAFFICASSIGNMENT_ParameterA_quantity | This item assumes the CORSIM assignment function. The first parameter for the impedance function. |
| TRAFFICASSIGNMENT_ParameterB_quantity | This item assumes the CORSIM assignment function. The second parameter for the impedance function. |

| Name | Definition |
|--|--|
| TRANSIT_DwellTimePercentage_quantity | The factor by which the mean dwell time is multiplied to compute the actual dwell time that the transit unit spends servicing passenger at an individual stop. |
| TRANSITROUTE_DownstreamNode_number | The downstream node number. |
| TRANSITROUTE_ID_number | This number uniquely identifies the transit route. |
| TRANSITROUTE_MeanHeadway_quantity | The mean headway between transit vehicles on this route. |
| TRANSITROUTE_Offset_quantity | An offset time at which a transit vehicle is emitted onto the route. |
| TRANSITROUTE_StationID_number | The transit route station ID. |
| TRANSITROUTE_UpstreamNode_number | The upstream node number. |
| TRANSITSTATION_Distance_quantity | The distance from the downstream end of the transit stop to the downstream stop bar. |
| TRANSITSTATION_DownstreamNode_number | The nearest downstream node number. |
| TRANSITSTATION_ID_number | This number uniquely identifies the transit station. |
| TRANSITSTATION_MaximumTransitVehicles_number | The maximum number of transit vehicles the station can hold at one time. |
| TRANSITSTATION_MeanDwellTime_quantity | The mean dwell time for transit vehicles to load and unload passengers at this station. |
| TRANSITSTATION_Protected_code | This code indicates whether the transit stop is protected or not. For example, the stop may be a turnout and does not block traffic. |
| TRANSITSTATION_ServicePercentage_quantity | Percentage of transit vehicles servicing this station that do not stop due to lack of demand. |
| TRANSITSTATION_Type_code | This code identifies the transit station type. |
| TRANSITSTATION_UpstreamNode_number | The nearest upstream node number. |
| VEHICLE_Acceleration_quantity | The acceleration of a vehicle at a given instant. |
| VEHICLE_AccelerationMaximum_quantity | The maximum acceleration of a vehicle on a level road. |
| VEHICLE_DecelerationMaximum_quantity | The maximum deceleration allowed on level grade and dry pavement. |
| VEHICLE_Height_quantity | The height of a vehicle. |
| VEHICLE_Length_quantity | The length of a vehicle. |
| VEHICLE_LoadWeight_quantity | The weight of cargo and occupants carried by a vehicle. |
| VEHICLE_LoadWeightMaximumRecommended_quantity | The recommended maximum cargo weight for a vehicle. |
| VEHICLE_NonEmergencyMaximumDeceleration_quantity | The largest value of deceleration that is allowed for car following. |
| VEHICLE_Occupancy_quantity | The number of people, including the driver, inside a vehicle. |
| VEHICLE_OccupancyMaximum_quantity | The maximum number of people, including the driver, that should be carried in a particular vehicle. |
| EMISSION_VehiclePerformanceIndex_number | This is the Vehicle Performance Index specified in the Vehicle object. |
| VEHICLE_PowerMaximum_quantity | The maximum power produced by a vehicle's engine. |
| VEHICLE_ProjectedFrontalArea_quantity | The area of a vehicle's silhouette projected onto a vertical plane in front of the vehicle. (Influences drag characteristics.) |
| VEHICLE_Speed_quantity | The speed of a vehicle at a given instant. |
| VEHICLE_SpeedMaximum_quantity | The maximum speed of a vehicle on a level road. |
| VEHICLE_Type_code | This code identifies the vehicle type. |

Appendix

UML Object Diagrams and Terminology

“Rational Software Corporation, where UML was developed, defines UML as a language for specifying, constructing, visualizing, and documenting the artifacts of a software-intensive system. The vocabulary of the language is a notation-a set of shapes in which each shape has a particular meaning. The grammar has carefully defined semantics that describe how each shape can be used. In combination, the notation and semantics make it possible to describe all kinds of systems, regardless of their scope and complexity. Rational Software Corporation compares UML to a blueprint for a construction project: it helps a team visualize a program's architecture throughout the development cycle.

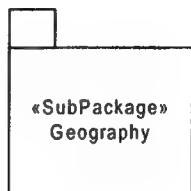
“UML is a derivative language, formed from parts of three earlier languages: Booch, OMT (Object Modeling Technique), and OOSE (Object-Oriented Software Engineering). Unofficially, UML has become widely accepted as a standard and the Object Management Group (OMG) is considering a proposal for the adoption of UML as the official standard modeling language.

Quotes from Visio 5.0 Help, Copyright (C) 1997 Visio Corporation.

The UML diagrams and terms used in this document are as follows:

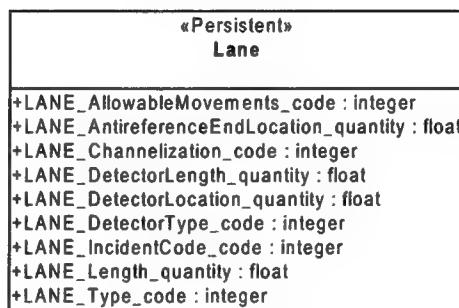
Package

The package diagram is used to partition a system into separate components such as facilities, displays, vehicles, etc.



Class

An object class describes a group of objects with similar properties (attributes), common behavior (operations), common relationships to other objects, and common semantics. For example, in this document "Lane" is an object class. While there are several types of lanes, left turn, right turn, through, etc., they all have similar properties, common behavior, relationships and semantics.



Attributes

An attribute is a data value held by the objects in a class. In a traffic simulation each instance of a lane will have location and length. These characteristics are some of the attributes of a lane. The values can be unique for each instance of a lane but all lanes will have these values. In the class diagram above, nine attributes have been identified for the object class Lane. There, no doubt, are more but these are the attributes that have been identified as necessary to a generic traffic simulation.

Relationships

In an object diagram classes are linked together by relationships. These links represent physical or conceptual connections. There are several types of relationships used in object diagrams. In this document, two types of relationships are shown, generalizations and associations.

Generalization

The relationship between a class and one or more refined versions of it is called generalization. The refined class is called a subclass. For example the class Lane is the superclass and some of its subclasses are: HOV Lane, Bicycle Lane, Two Way Left Turn Lane. While each of these subclasses inherits the nine Lane attributes, they each may have attributes peculiar to their class. See the Lane Generalization Diagram. The arrow below is used to signify a generalization. The arrow head points to the superclass.



Association

An association describes a group of links with common structure and common semantics. For example, an association between the classes Driver, Vehicle and Lane is that, a Driver drives a Vehicle and a Vehicle occupies a Lane. These may not be the only associations. They are, however, some of the associations of interest to traffic simulations.

Multiplicity

Multiplicity specifies how many instances of one class may relate to a single instance of an associated class. For the classes Driver, Vehicle and Lane and the associations drives and occupies the multiplicities would be one Driver drives one Vehicle and many Vehicles occupy one Lane. The symbol below is used to signify an association and its multiplicity. A range is shown on each end of the line. Some of the possible ranges are: 1..1 (one and only one), 1..n (one or more), 0..1 (zero or one), etc.



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Additionally, the help files from the following software were also used.

CORSIM

ITRAF

TwoPas

Synchro32

Highway Capacity Software (HCS-3)

TSIS

SimTraffic

Signal97/TEAPAC

Passer4

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